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17311	Tales of my heart	Concert Orchestra
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88075	Tramway	Concert Orchestra
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## MOUTRIE'S.

(93-3)

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## TO LET.

From 1st May, 1916.

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## TO LET.

A HOUSE in Kowloon. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. [57]

## TO LET.

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## TO LET.

GODOWN, No. 6, Duddell Street. Apply—A. R. AVARIA, Care of E. FARNEY, No. 1, Duddell Street. [573]

## IN THE TRENCHES.

## A CIVILIAN'S IMPRESSIONS.

[By G. ROTH HEMING.]

Through the courtesy of the War Office a small party, of whom I was one, left London in the early part of February, and after crossing the Channel travelled from a port on the northern coast of France by motor-car to the British Headquarters. Entering France and drawing near the actual scenes of battle, one becomes at once profoundly interested. All this district of the country seems given up to the British Army; only now and then, when it is necessary to exhibit one's passport and official permit, is a French soldier seen in company with a British "Tommy." The lines of motor trolleys, Red Cross ambulances, and familiar-looking houses, crowd the roads, suggesting interminable order. These are kept in the most perfect order by the chauffeurs and men of the Army Service Corps. The horse has by no means disappeared from modern warfare; either side of the roads, at intervals, fields or parks are packed with horses and carts for purposes of transport which do not demand a high speed, and long lines of these vehicles continually go forward, laden with fodder and straw, and with food for the troops further on. It was pleasant to note the quantity and quality of the food provided. In many instances this was dumped down on the ground at the side of the road, or placed upon a wooden platform, to be fetched and dealt with by the cooks employed in the camp in the immediate neighbourhood. It consisted of carcasses of beef and mutton, huge sides of bacon, sacks of flour, etc., with plenty of biscuits and various sorts of jam—all of excellent quality, as we were easily able to see for ourselves.

## FAMILIAR TOWNS.

On our second day out we proceeded through several towns, whose names seemed very familiar, to a famous canal, from there we walked through certain trenches and visited a well-known redoubt, obtaining a good view of two small towns close to the scene of fighting, also of the British and German first lines of defense. In the foreground we saw a noted church and village—shattered and ruined. The country round us seemed alive with thousands of soldiers; yet, when we came to the trenches, the heart of the struggle, only a few could be seen—for obvious reasons; the men were buried, as it were, behind ramparts of sandbags and mud. We were deeply surprised by the marvellous cheerfulness, contentment and indifference to danger shown by officers and men, in spite of the fact that their quarters were often anything but comfortable. Their one and only anxiety appeared to be to "move on," and, above all, we were asked to tell the folks at home "not to grieve so much," and to waste no sympathy upon the "conscientious objectors" who are regarded with supreme disgust as men who remain blind to the terrible and imminent danger besetting the Empire should Germany, by any unhappy chance, gain the upper hand.

The trenches which we saw had passed through were remarkably well built and splendidly kept; many of the communication and front trenches were supported and lined with wooden beams. Two organizations for the comfort of the troops deserve the greatest praise: one, the Expeditionary Force canteens, the celebrated "Young Men's Christian Association and Salvation Army canteens and 'rest huts';" the other, the hot-water bath huts, which are also a boon, and must be highly commended. The canteens are splendidly arranged, and managed on strictly economic lines; the "Tommy" can purchase at them anything and everything to eat, wear, or smoke, with non-alcoholic drinks, and the way in which they are set out would not disgrace a stylish shop in the West-end of London. The bath huts, which prove a blessing to the tired and dirty soldiers after their spilling in the trenches, consist of wooden buildings with one large central bath-room, and dressing-rooms at either end; thirty or forty men can be accommodated at the same time. In the first compartment they remove their soiled clothing, which is then piled up and taken away to be thoroughly fumigated, washed, and re-used; they then pass into the spacious middle hall. In this, many metal chains are suspended from the roof at intervals; when pulled, these release hot water. After the blissful experience of a wash the men enter the third room, where they are supplied with fresh, clean clothes. One of the bathing establishments we saw was an old distillery; the large vats and tanks being used as baths for ten or a dozen men at a time in each vat.

## FEEDING THE TROOPS.

The troops are very well contented with the manner in which their appetites are catered for. Even in the first-line trenches, under fire, hot and savoury meals are served each day; immense steaming cauldrons or cauldrons are carried by order from the camp kitchen, and the troops are supplied with communication as calmly as though they were on manoeuvres in days of peace. There is a plentiful supply of water, and as a rule the soldiers can boil it as desired by means of small spirit-kettles in their digouts, and thus make a cup of tea or coffee at almost any hour.

## WANTED.

MARRIED COUPLE want to Share a HOUSE in Kowloon. Furnished preferred. Address—Box No. 20, Care of "Daily Press" Office. [596]

## I SAY EMPHATICALLY.

That Sciatia, that most execrable of maladies, can be cured! LITTLE'S ORIENTAL BALM cured me, after five years of misery. "It will cure you." That voice the sentiment of one grateful patient. Thousands of others are ready to join in the chorus of praising this remarkable dispeller of Sciatia and Rheumatism. Its benign influence is felt from the first application. Often only one bottle is required to make a complete and permanent cure. Sometimes it will take two or three or more to do the work, but it always gets there. If you suffer longer these terrible torments, you have always yourself to blame. Don't despair just because other remedies have failed to cure your Sciatia. LITTLE'S ORIENTAL BALM is different from all other remedies. It cures, as thousands can testify.

Sold at 1s. 4d. per bottle. Agents for Hongkong: Messrs. A. S. WATSON & Co., Ltd. [575-5]

## A WAR INDEMNITY SCHEME.

## OUR ECONOMIC ALLIANCE.

Mr. E. Crummond (secretary of the Liverpool Stock Exchange), speaking at a meeting of the London Chamber of Commerce declared that the financial outlook for Germany was desperate.

He was inclined to believe a report which had reached him from a Swedish source that the German Government had decided immediately on the conclusion of peace to attempt to raise an enormous foreign loan, ranking in front of all the war loans, and bearing a very high rate of interest. That is to say, she would in effect repudiate her internal war debt. Germany was now spending nearly \$5,000,000 a day, directly or indirectly, upon the war.

It was true that the Allies and Great Britain in particular, began to formulate their views as to the economic basis of the conditions of peace. The political and military alliance of the Allies could not be maintained unless it was supported and strengthened by a reciprocal economic policy. In order to ensure the alliance and secure the peace of the world, the Allies should guarantee the integrity of each other, and of the small nationalities.

The question of the payment of the war indemnity will have to be very carefully considered. It would be a great mistake for the Allies to impose such a moderate indemnity on Germany and Austria as they would be able to pay off in the course of a certain number of years. The effect of this would be to give an immense stimulus to the development of her foreign trade, for obviously she could not pay unless she were given an opportunity of doing so. He suggested that the war expenditure of all the Allied Powers should be assessed by a International Commission. If the war should last until March 31st, 1917, the total amount might be approximately as follows:—

Belgium	£ 50,000,000
France	2,500,000,000
Great Britain (net)	2,500,000,000
Italy	500,000,000
Russia	2,500,000,000
Serbia and Montenegro	100,000,000
	£5,000,000,000

These claims should be pooled and presented in one claim by the Allies. Before the war Germany possessed over 5,000,000 tons of merchant shipping, or about 10 per cent of the total merchant shipping of the world. It was her deliberate aim to destroy as much merchant shipping as possible, so that when peace time her proportion of the total might be much greater. The German merchant fleet should be applied first in making good the loss which each maritime Power, belligerent or neutral, had suffered through German submarine and mines. Germany should be compelled to return in kind, not in money, the rolling stock and machinery, raw material, manufactured goods, works of art, etc., which she had stolen from Belgium, Northern France, Poland, and Serbia.

## A BALANCE OF £5,000,000,000.

When credit had been given for all the assets thus realized, there might remain a balance owing of, perhaps, £5,000,000,000. The German and Austrian Governments should be required to issue debt certificates to the War Debt Commission which would be distributed among the Allied Powers in proportion to their claims. Each Power should undertake to impose upon its trade with Germany and Austria a war debt import duty on all manufactures and a war debt export duty on all exports of raw material to the German Empire—both by way of surcharge on their ordinary tariffs. The maritime Powers should undertake to impose supplementary war dues on all German and Austrian shipping entering their ports. The proceeds from these various duties and shipping dues should be paid over by the Allied Powers to the War Debt Commission, by whom they might be distributed.

If after the lapse of a period of years the Allies were satisfied that the Germanic peoples were not likely to disturb the peace of the world again, the question of cancelling the war debt services and abolishing the duties might be considered. This plan would have the effect of making Germany's foreign trade, at it were, a hostage for her good behavior in the future. The claims of Belgium, Northern France, Poland, Serbia, and Montenegro should be treated as preferential and paid in full.

He suggested that the organization of the Ministry of Munitions should be retained after the war and transformed into a Ministry for the Development of the British Empire. Its special task should be the economic reorganization of Britain and the Dominions to meet the conditions created by the war. If similar organizations were in existence in France, Russia, and Italy it would be possible to adopt a common policy in the reconstruction of Belgium, Northern France, and Poland.

In the discussion which followed, Mr. Faithfull Begg recalled the old maxim among selling the bear's skin until the bear was caught, and remarked that the bear was still very much at large.

## UNDER BOMBARDMENT.

We found that at certain spots the danger zone was all round us. In one village, which was being bombarded at the hour of our visit, we had to run the gauntlet by crossing an open space under fire, one motor at a time. In another instance, at a canal whose name has become very well-known, we had to negotiate a field where shells of the "woolly bee" type were dropping about a hundred yards off. These particular missiles appear to be peculiar to Germany; their charge consists of shrapnel combined with high explosive, and on impact they burst with a crash and great fumes of green, yellowish-green smoke. If the damage done was in proportion to the noise they make it would be enormous, if every projectile found its mark; but, fortunately, a good many of them fall wide and do no harm. Our driver, once took a wrong turning, and we found ourselves in a village absolutely destitute—the houses and church were in ruins, and we saw one man and one woman clinging defiantly, as it were, to the remains of what once was their home.—Telegraph.

## THE BUTTON.

## A WOMAN'S MEMORIES OF A DEAR BOY.

[By GRACE MARY GOLDEN.]

The cousin who gave me this button, many months ago, was a noisy, slangy, lovable schoolboy, then.

No more; for his nineteen years of life had burdened him with no cares, no responsibilities, save those which came to a boy who—captain of his school house, captain of the first eleven, and captain of the first fifteen. And they rested but lightly on his broad shoulders, and caused him no little anxiety as conceit.

Years before I had earned his respect by my fleetness of foot in pursuit and the way in which I boxed his ears with elder-cousinly vigour whenever he attempted to fill my hair with sand and play such small boy tricks to the annoyance of his elders.

Thereafter I was honoured with his disrespectful friendship, encouraged to attend school functions, criticised with unerring candour in the matter of clothes, and introduced with off-hand pride to friends and contemporaries, most of them long-tied and ashamed.

To me, the mature thirty-year-old, he was a child, a babe-in-arm, a "dear boy," even as he was to his mother, and though he had come to his last term at school and was thinking of the "varsity" and a "career," the idea of his growing up and being a man instead of a boy seemed remote and unnatural.

But he must have grown up and very quickly and thoroughly too. A sentence here and there in his letters home showed it, though in general they were as free from sentiment or seriousness as he himself had ever been.

"KILLED IN ACTION." It was a man, and no schoolboy, who lay so still and quiet among those other quiet forms on the fields of France, while his comrades fell back and back, nearer and ever nearer to Paris. He, with then, had learnt the bitterness of retreat in those early days of war; had learnt, too, the high courage of those who give way inch by inch but admit no defeat.

All his later history was summed up in the three dread words "Killed in action," but if one could reconstruct the mental growth, the quick springing into life of all that made boyhood a thing of the dim past, we should have, I think, a long tale and intricate.

These are things that are not told in detail, and can only be pieced together and guessed at by those who care enough to do the piecing and the guessing. I remember the day he gave me the button, the first day that he appeared in the bosom of his family in uniform—a brave figure in the unaccustomed kilt, and a little self-conscious, perhaps, though he swaggered and chaffed and laughed, and with mock sentiment and ceremony presented me with my souvenir.

I remember his mother smiling at the nonsense we talked, but with a shadow on his face; for he was her only son, and very good to look upon, with the curl in his brown hair that would never be satisfactorily brushed away, and the laughter in his blue eyes and on his handsome mouth. The laughter must have stayed to some extent, or he would not have been himself, but there must have been something else in the eyes, and the lips must have set in a sterner line, before he lay there with blood matted the brown hair and stains on the old-new uniform.

A good clean death for a boy grown to manhood—a bullet in the brain, but the shadow on his mother's face has closed down so that there is no light left on it at all.

"IF I WERE A MAN." Two of my brothers wear the same uniform, with buttons like this of mine, all down the front. We seem so English on the surface that people stare and exclaim at it, but we have just enough of Scottish blood to be eligible. "We," I say; but though I am as much of a Scot as they, only they are eligible. I am tall and strong and fit; I can ride straight and shoot straight, but it all goes for nothing. I may wear one button as an ornament—a toy, but the soldier's coat with its proper complement is not for me. So for the first time in my life I say within me as do thousands of others in these sad, queer days: "Oh, me! If I were a man!"

Not a word of course. Folk would smile at a superior smile, as at the child who cries for it knows not what. But we do know. It is they who cannot sense the tragedy of being a woman, to one in whose veins runs the quick blood of fighting men. "Strike sure!" says my button. "Aye! and so I would, but with what? A knitting-needle or a splint? They are all the weapons I may handle."

Always far back in the dim recesses of my mind there stays a picture of my native hills, with the grey mist shifting slowly about their crevices. Always, if I listen, I can hear the sound of the bagpipes skirling and echoing along the valleys, as some unseen far-off pipe tramps up and down before the door of his hut. It is a sound that draws a foot even when heard in London streets, giving him pause in the midst of modern monotony, and telling him of old past things, the life of the hills and the joy of heath.

They used to fight together, the men and women of my race, in those far-away days before we learnt civilisation, and gaining all that it gives, lost something too. There was an oneness of mine who would never be left behind when the clan went to fight, but accounted for an enemy as surely as her brothers, wielding a weapon with as strong and unerring an arm.

A LITTLE RAMPING LION. Once they say, she was doing woman's work in the mountain fastness home when she heard the sound of strife some distance off, and guessed at once the truth—that the clan had been set upon unawares by their foes. She was fleet and sure of foot, and she ran without a stumble and as swiftly as the wind down the mountain paths, and found as she had visioned, a scene of shouting and laughter and her men proudly outnumbered though fighting without thought of surrender. And her young brother, little

## HONGKONG VOLUNTEERS.

COMP. ORDERS BY LT.-COL. A. CHAPMAN, V.D.

## JOINED.

1.—Sapper J. H. Gordon joined the Corps on 25th April, 1916, is allotted Corps No. 1886, and is posted to Engineer Company.

## TRANSFER.

2.—No. 1528 Gunner W. Fraser, from No. 2 Section Artillery Battery to Scouts Company (No. 1 Section), dated 20th April, 1916.

## PARADES.

3.—Parades for today. 7.00 a.m. Signalling Section "O" Class—Practice at Headquarters. 8.30 p.m. Engineer Co. (Taikoo Section)—Musketry and Rifle exercises at Taikoo Dockyard, under Sgt. Everett. 6.15 p.m. Civil Service Co.—Drill at Headquarters. The Scouts Company will parade for Company drill on Thursday, 27th, instead of Wednesday, 26th inst.

## DETAIL.

4.—On duty until morning of 28th inst.—H.K.V.R.

## NEXT FOR DUTY.

April 28th. No. 2 Section Artillery Battery. 29th Scouts Company. 30th Scouts Company. May 1st Scouts Company. 2nd Scouts Company. 3rd Centy. Section M. G. Co. 4th Civil Service Company. 12th No. 1 Section Artillery Battery. 13th Left Section M. G. Co. 14th Right Section M. G. Co. 15th No. 2 Section Artillery Battery. 16th Scouts Company. 17th Scouts Company. 18th Scouts Company.

G. E. STEWART, Capt., Adjutant H.K.V.R.

## VOLUNTEER RESERVES.

ORDERS BY MAJOR WAREMAN, O.C. H.K.V.R.

## DETAIL.

On duty till the morning of Friday, 28th inst. "B" Co. H.K.V.R. Orderly Officer—Lieut. Branch.

## PARADES.

Wednesday, 26th inst.—Recruits on the Cricket Ground under Drill Instructor Sgt. Osberry at 6 p.m. Dress: Drill order. N.C.O.s. class of instruction on the Cricket Ground at 6 p.m. Dress: Clean fatigue.

Thursday, 27th inst.—Recruits on the Cricket Ground under Drill Instructor Sgt. Osberry at 6 p.m. Dress: Drill order.

Machine Gun Section at Wellington Barracks, under Lieut. Thornhill at 5.30 p.m. Dress: Drill order.

Friday, 28th inst.—"B" Co. Kowloon Dock and Taikoo Section on the Polo Ground at 5.30 p.m.; remainder on the road outside the Law Courts at 6.15 p.m. Dress: Drill order.

Signalling Section at Volunteer Headquarters at 5.15 p.m. Uniform to be worn.

## DETAIL.

The following absences without leave from the parade of "A" Co. on the 14th and 16th inst. will parade with "B" Co. on Friday, 28th inst. at 5.15 p.m. on the road outside the Law Courts, and will also attend recruits' parades on the Cricket Ground on Monday, 1st May, at 5.15 p.m. Dress: Drill order:—Ptes. E. A. M. Williams, T. Claxton, H. G. Earle, W. G. Worcester, W. W. Robertson, C. Sara, and D. S. Gubbay.

Those who obtained leave of absence will parade with "B" Co. on Friday, 28th inst. Names are posted on the Notice Board at the Law Courts.

SIGNALLING SECTION—FIELD EXERCISES. The Signalling Section will parade for field exercises on Sunday, 30th inst. on the Cricket Ground at 8.30 a.m. Kowloon residents will fall in at Old Kowloon City Pier at 9.15 a.m. Dress: Uniform. Tapes to be worn. Morse flags and message forms to be carried.

## APPOINTMENTS.

The following are appointed Lance-Corporals:—Ptes. G. A. Walker, H. A. Nisbet, H. B. L. Dowling, J. B. Thomson, A. Nisbet, B. D. Keith, R. P. Thurfield, R. Sutherland, W. Hill, A. Jenkins, W. A. Morgan, and J. W. Harris.

G. E. H. BRUTON, Capt., Adjutant, H.K.V.R.

## HONGKONG POLICE RESERVE.

## COMPANY PARADES.

Central Station 5.45 p.m.—Rifles. Wednesday, April 26th.—No. 3 Company. Thursday, April 27th.—No. 3 Company. Friday, April 28th.—No. 1 Company.

White Uniform, with helmets, will be worn on these parades, and not multi, as previously ordered. The Tailor will attend, at 6 p.m. each night.

## BAND PRACTICE.

Wednesday, April 26th, at 8.15 p.m. sharp.

F. C. JENKIN, D.S.P. (R.)

more than a child, lay very still a little way off, with his brown hair matted with blood and the laughter quenched in his blue eyes; and on his handsome mouth. Whereat she gave a dreadful cry and, rushing into the fray like a tigress avenging her young, she dealt out death with such vigour that soon the one still body was paid for with two corpses of the foe, and soon, startled by the arrival of what seemed strong reinforcements, the enemy plan scattered and fled.

A strange model, do you say, for a modern, high polished, twentieth-century young lady to wish to imitate! Maybe; but we are what we are, and I am as much the daughter of "Wild Margaret" as of my gentle, Early Victorian grandmother, who was a sweet lady but fearful. So I would rather wreak vengeance in her fashion for the lad who sleeps hereforth in France than weep impotent tears for him. And I may not.



## RANDOM REFLECTIONS.

The eccentricities of our currency system have been further illustrated during the past week. For more than a year we have seen bank notes at a premium of about ten per cent. over the sum which they represent in silver dollars, and now we find them at a slight discount. How is the phenomenon to be explained? It has, of course, nothing to do with the solvency of the banks, as a stranger might suppose, nor can it be that the openings for the employment of capital have been so considerably increased that the Chinese no longer prefer notes because of the greater ease with which they can be stored. It may be that the difficulty of transporting bullion by water up the present time has something to do with its rehabilitation. Perhaps Mr. Xavier or "Confucian Economist" can explain the situation and tell us, also, why British dollars are worth more than Mexican dollars, though both are legal currency in the Colony, and how it is that there is no difficulty now in obtaining \$1 notes which have hitherto been almost as rare as the great Auk's egg.

Anybody with half an eye can see that there is something wrong when one has to cut down one's alcoholic refreshment to light claret, light white wine, whisky and beer. It brings the horrors of war home to one's very door, so to speak. Although I am not such a Spartan as a friend of mine who says that he does not mind what happens so long as he has plenty of whisky, I can see the future without serious misgivings if it embraces Chateau Lafite, Chateau d'Ay, sparkling Moselle and a sound Sauterne as well as St. Julien, Meaux, Chablis, C. d'Ay, and the like. It would mean a little of the old wine, but then, of course, we cannot expect to go through Argonne without making sacrifices. I am not quite sure whether in the beverages which I have enumerated answer to the description of "light wines," but I have consulted one who should be an authority on such questions, and he tells me that a light wine is one of which you can drink a lot without getting "much tormented." Apparently, therefore, the term is relative. In any connection you will, no doubt, remember the tale of the French gillies who were being regaled with copious draughts of champagne in honour of the young hero's coming-of-age, and, when asked how they were getting along, replied, "Verra well, thank ye, but we don't care much for this champagne-water stuff!"

The restriction as to drinking only at meal times will prove rather irksome, it is to be feared, to those who are in the habit of ceasing from drinking only when they are eating. Before losing heart, however, they would do well to consult a doctor. For I have a hazy notion that the law regards a sandwich as a meal. As there is no limitation as to the quantity which one may drink with a meal, they are not confronted with the dread alternative of perishing of thirst or consuming sandwiches until they die of a surfeit. When the scheme is in full working order it is to be hoped that everyone will hand over the money saved to the war charities, otherwise we shall only be enriching ourselves at the expense of the wine-merchant and the Colony's revenue. At the same time, it will not do to let the funds leap up too suddenly or Hongkong's reputation will suffer.

In its usual lackadaisical fashion the Colony allowed St. George's Day to pass unnoticed, although it happened this year to be also the centenary of the death of Shakespeare. Some few years ago, I am told, a local branch of the Royal Society of St. George came to an untimely end, and since then there has been no effort to resurrect it. The only English-patriotic organisation now surviving in Hongkong is the Society of Devonians. In Shanghai they made the day the occasion for a charitable effort on behalf of those who have left the settlement for the front, and they even celebrated Primrose Day. Can it be that life in a cosmopolitan community creates a greater feeling of expatriation, or is that a self-governing community is always more alert?

For the first time in the history of the Hongkong C.C. a Chinese competitor in the annual tennis tournament has won his way to the final and emerged successful. The defeat of Nisbet and H. Hancock surprised not a few. In those trying games Ng Sze Kwong seemed to be the coolest person present, and though he plays what may be termed ungainly tennis, he manages to do things at the last moment which seem wholly out of his reach. Many weeks ago Green said that he would have to meet a Chinese in the challenge contest, and his prophecy has come true. When he encounters Ng Sze Kwong to-day it should be one of the greatest games seen in the Colony.

As H.E. the Governor announced only a short time ago that everyone in the Colony had now enrolled in one or other of the defensive forces except those who were either medically unfit or exempted with his approval for special reasons, some curiosity has been aroused as to the object of the Bill now before the Legislative Council providing for the registration of every non-Chinese male resident of eighteen years of age and upwards, who is not already under direct Government control. Some are wondering whether it has any connection with the Conscription scheme at home, or whether it is merely introduced for the purpose of roping in the newcomers who are constantly arriving in the Colony. It has been suggested, by the way, that if its provisions were extended to the Chinese its utility would be very considerably increased.

RONDECK RANDOLPH.

## OFFENDING MOTORISTS.

## TEST CASES AT THE HONGKONG POLICE COURT.

Several test cases under the traffic regulations were brought before Mr. Wood by Mr. F. C. Jenkin, D.S.P. (R.), at the Magistrate's yesterday, Mr. H. S. Kuper and three Chinese chauffeurs being charged with passing the "dead slow" signal on the Pokfulam Road at an excessive speed.

Mr. Jenkin remarked that the Captain Superintendent of Police had asked him to take the summonses, which were taken out under the present regulation 76, and the old regulation 67, which were really identical. He was told that the signals had been in existence for about five years, but there had never been a case before a Magistrate yet, and therefore the present cases would be somewhat in the nature of test cases. The offence was one of failing to go "dead slow" from the "dead slow" signal until the respective drivers had got out of the district indicated by the signal. As his lordship probably knew, the signals were placed about at different parts of the Colony, but there was no indication of any kind as to the limit of the dangerous district. That was apparently left to the judgment of the driver, and one driver might think he was out of it and another be of a different opinion. In the cases under notice he, with other members of the Police Reserve, took the "dead slow" signal on the Pokfulam Road, taking up their position about 80 yards on the Honglong side of the signal, and he thought he might say that they were thus clearly within the danger zone, because beyond the signal, and towards Hongkong, there was a zig-zagging road. The speed at which the different people passed the signal could not be said to have been anything like "dead slow." There was nothing in the regulations nor the Ordinance to show what was "dead slow," and the only guide, he submitted, was that it should be much slower than the speed limit in Victoria, which was ten miles an hour. Those who had framed the regulations must have had a speed below ten miles an hour in mind when they spoke of "slow" and "dead slow." With the exception of one of the motor cars, the vehicles passed the signal at the rate of about ten miles an hour. In view of the fact that a "dead slow" speed was not indicated, Mr. Jenkin suggested that Mr. Wood would possibly like to say what a "dead slow" speed was, and consult his learned brother on the subject in order that they might arrive at a similar speed.

Mr. Wood intimated that he would look into the regulation, but dismissed the charges against Mr. Kuper and two of the chauffeurs upon Mr. Jenkin intimating that he wished to withdraw them, on the ground that the regulations did not indicate what speed was meant by "dead slow," nor did they give any indication as to the extent of the dangerous district.

The driver of a car which Mr. Jenkin said was travelling past the signal post at a speed of between fifteen and eighteen miles an hour was fined \$25.

## ANOTHER MOTOR CYCLIST CHARGED.

Lieut. J. P. Jones, R.C.A., was summoned for riding a motor cycle without a driver's licence. He pleaded not guilty, stating that there was a licence for the machine but that it was formerly in the possession of Lieut. Wilkinson, who had purchased the machine from Mr. Le Breton of Alex. Ross & Co.

Inspector Garrod, who prosecuted, said that the case applied to motor cycle 68. There were two machines of this number in the Colony, but the one ridden by Lieut. Jones was not entered in their books as having a rider's licence. The cycle was formerly purchased by Lieut. Wilkinson from Alex. Ross & Co. He was suddenly called to Australia and then Lieut. Jones purchased the machine. When asked about the licence by Mr. Le Breton, Lieut. Jones said he would look after that.

Lieut. Jones now stated that the licence held by Lieut. Wilkinson had been transferred to him.

Mr. Wood dismissed the case, remarking that the system of transfer of licences in the Colony did not seem to be a very satisfactory one.

Agencia Libera's Bernese correspondent reports that March was the most disastrous month for the Germans. The casualties were nearly half a million, half of which were at Verdun. The Austrian losses were one hundred thousand, fully half on the Italian front.

## CRIMINAL SESSIONS.

## CHINESE "DOCTOR" CHARGED.

The case was continued before the Puisne Judge yesterday at the Criminal Sessions on which a Chinese was charged with administering poison to an Indian at Kowloon Old City, Mr. G. N. Orme, of the Crown Solicitor's Department, prosecuting. The complainant, in the course of his evidence, said that the prisoner had medically attended him. On the day of the alleged offence there was an altercation regarding fees. Subsequently he saw prisoner pour something out of a bottle into some milk which had been purchased for him (complainant). When he had done this the Chinese ran away and witness gave information to the police. The milk was coloured with some red fluid.

The jury found prisoner guilty of using the poison with mischievous intent, and sentence was deferred until to-day.

## CORROSIVE FLUID.

A Chinese named Pun in pleaded not guilty to a charge of throwing corrosive fluid, to wit, nitric acid, as a result of which four persons were seriously injured.

Mr. Orme prosecuted on behalf of the Crown, and Mr. Findlay Smith (instructed by Mr. Lee d'Almeida) defended.

The jury was composed of Messrs. E. H. Ray (foreman), J. H. Mead, E. B. Raymond, J. F. Miller, C. P. Pintos, E. L. Hosie, and F. Syme-Thomson.

Mr. Orme briefly outlined the case, mentioning that the trouble which resulted in the throwing of the fluid took place in a brothel. One of the four persons was so badly injured that he had lost the sight of one eye.

The case was adjourned after evidence bearing out Mr. Orme's statement had been called.

## CORRESPONDENCE.

## THE CROWN COLONIES AND COMPULSORY SERVICE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SIR—It seems highly probable that a measure of compulsory service for all men of military age will be introduced in the House of Commons very shortly, and it would be helpful if the Government would clearly explain what the position of British subjects resident in this Colony will be if such a measure is passed. I am perfectly aware of the fact that the local Government have discouraged men from volunteering for active service on the ground that they are needed both for the defence of the Colony and for the carrying on of British trade. If the Home Government decides to

take all men under its control regardless of the claims of industry, will our position be altered in any way? What, it may be asked, is the object of the local Government's Registration Bill? Yours faithfully,

A MARRIED MAN.

## GARMENTS FROM HONGKONG FOR THE TROOPS.

The following letter by acknowledgment has been received by Lady May:—

Dear Lady May, The box of 170 garments from the women of Hongkong reached me on the 25th inst., and I write to thank you and the donors of all the lovely gifts which have come for our soldiers, and their families.

I am so sorry the box has been delayed in the docks (the work there is dreadfully congested), and it is such a pity that the fur waistcoats (the 2nd consignment) did not come in time to be sent earlier to the Front. This week, however, we have a return of snow, and I have divided the waistcoats into 4 parcels, and sent them by post, to avoid delay, to four large hospitals in France.

I feel sure they will give great pleasure to some of our poor wounded men. I think I told you that I gave one of the previous lots of waistcoats to a private Collins in the Canadian Contingent, who has been terribly wounded in the head. He put it on with the fur outside the first day he was able to go out driving, and was indignant because the sister insisted that it should be turned the other way.

He protested that smart ladies always wear their fur coats with the fur outside. The other garments labelled "Our Little Bit Society" also were very acceptable. I have already sent them all abroad except some which went to Cromarty Defence Hospital. The snow has been so heavy and dense in Scotland. The clothes for children and the balls are lovely. I shall enjoy distributing these to families whose fathers are fighting and have fought and died for us and their country.

I know the dainty hoods and caps and jerseys will give great delight. I am now sending summer clothes only to the East, and dispatched a bale for Mesopotamia to-day. Yours sincerely and very gratefully,

HORATIA K. EDM.

## HONGKONG C.C. TENNIS TOURNAMENT.

## FINAL OF HANDICAP SINGLES "B".

C. F. Maltby (res. 25) won the Handicap Singles "B" yesterday, defeating Dr. Lindsay Woods (scratch) in the final by 6-4, 6-1, 6-2. Maltby would probably have won without his handicap, for on the whole he showed better all-round form than his opponent. He was especially clever at the net and at smashing, his proficiency in the latter direction gaining him many valuable points. He seldom failed to clear the net with his returns, and occasionally got in a lightning service that left his opponent standing. Dr. Lindsay Woods looked in vain for some weak spot in Maltby's defence; the latter seemed able to return almost any ball.

To-day the Championship match between S. E. Green (holder) and Ng Sze Kwong takes place, and a brilliant exhibition should be witnessed by a record crowd. Excellent arrangements for the match have been made by Mr. P. M. Hodgson (Hon. Secretary of the Club).

## COMPANY REPORTS.

## CANTON INSURANCE OFFICE, LTD.

The report of the General Agents (Messrs. Jardine, Matheson & Co., Ltd.) and Consulting Committee for presentation to the shareholders at the thirty-fifth ordinary meeting, to be held on May 3rd, is as follows:—

1914 Account.—After paying an interim dividend of \$15 per share on 11th May, 1915, the amount standing to the credit of this account is \$795,524.24.

This is resolved, to deal with in the following manner:—

To pay a final dividend of \$7 per share .....	\$ 70,000.00
To add to Sterling Reserve Fund \$3,000 bringing it up to \$180,000 .....	31,304.34
To add to Underwriting Surplus Account .....	400,000.00
To add to Reinsurance Fund .....	283,919.90
	\$785,224.24

1915 Account.—The amount standing at credit of this account is \$2,640,782.55. Out of this the General Agents and Consulting Committee have declared an interim dividend of \$18 per share absorbing \$180,000. The balance of \$2,460,782.55 will be carried forward.

Committee.—Since the last meeting, Sir Robert Ho Tung has been invited to a seat on the Consulting Committee. Mr. A. Chapman has resigned, and the vacancy thus caused has been filled by the appointment of Mr. F. Maitland. The Hon. Sir Paul Chater, C.M.G., Hon. Mr. E. Shellin, and Messrs. D. W. Craddock, F. Maitland, H. P. White, C. S. Gubbay, and Sir Robert Ho Tung retire, but, being eligible, offer themselves for re-election. Auditors.—The accounts have been audited by Messrs. H. Percy Smith, F.C.A., and A. R. Lowe, F.C.A., who, being eligible, offer themselves for re-election.

## THE MERCANTILE BANK.

## ABSORPTION OF THE BANK OF MAURITIUS.

The Mercantile Bank of India, Limited, announces that, subject to the ratification of shareholders, it will absorb The Bank of Mauritius, Ltd., on 1st May. The Bank of Mauritius, Ltd., was established in 1894. Its head office is in London, and there are branches at Port Louis (Mauritius) and Mahé (Seychelles). The paid-up capital is £125,000, and there is a Reserve Fund of £100,000. The last dividend paid was 10 per cent.

## HONGKONG TRAMWAY CO.

The approximate statement of traffic receipts for the week ending 25th April is as follows:—

	Receipts for week.	Aggregate receipts for 10 weeks.
This Year .....	\$1,47	\$20,30
Last Year .....	0,19	17,82
Increase .....	6,74	2,28
Decrease .....		

## PAI EASTERN MEN AND THE WAR.

Another Frenchman from Singapore, Mr. Jean Chaffanjon, has been lately mentioned in despatches and decorated with the Cross of War. Private Chaffanjon, a military observer, the citation says, was returning from bombardment operations, when he was chased by two aviators. He faced them bravely, and displayed the greatest presence of mind with his machine-gun and in guiding and directing his pilot during the long pursuit in which his aeroplane was pelted with bullets. Mr. Jean Chaffanjon is the eighth Frenchman from Malaya to receive the Cross of War, three of them being from Singapore: Jean Chaffanjon, Louis Brignat (Brother Chaffanjon), of the Brethre School, and Clarence Clouet, of Clouet & Co.

## FIJIANS VOLUNTEER FOR ACTIVE SERVICE.

The natives of Fiji have offered a contingent of a thousand men, and more if required, for active service.

An announcement was made in New York papers on March 8 that Miss Mead Allen, the famous dancer, had been seized with appendicitis and the doctors attending her gave little hope of her recovery.

## INTIMATIONS.

## LANE, CRAWFORD &amp; Co.

TELEPHONES 1741-1742.

ESTABLISHED 1850.

## NEW STOCKS OF BROWN

"WALK-OVER"

## SHOES

IN VICK-KID AND TAN CALF.

THEY ARE COMFORTABLE,

STYLISH, HARD WEARING, AND FIT

PERFECTLY.



## "INTERWOVEN" SOCKS

IN Lisle AND SILE

85 cts., \$1.50, \$1.85 per pair.

THE ONE THIN SOCK

THAT REALLY WEARS.

THE LATEST IN

WASHING TIES FOR KNOTS AND BOWS.

## LANE, CRAWFORD &amp; Co.

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

## JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Single Fare by Night Steamer .....	\$6.00
Return .....	11.00
Single Fare by Day Steamer .....	5.00
Return .....	9.00

## HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 26th APRIL, 1916.	
8 a.m. HEUNGSHAN.	5 a.m. HOYAM.
10 p.m. KINSHAN.	5 p.m. FATSHAN.

THURSDAY, 27th APRIL, 1916.	
8 a.m. HOYAM.	8 a.m. HEUNGSHAN.
10 p.m. FATSHAN.	5 p.m. KINSHAN.

## HONGKONG-MACAO LINE.

S.S. SUI TAI, 1,051 tons. | S.S. TAI SHAN, 1,051 tons.

## HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Macao at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 130 a.m. and 2 p.m. Sundays at 7.30 a.m. and 1 p.m.

## EXCURSION TO MACAO.

SUNDAY, 30th APRIL, 1916.

The Company's New Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

## FARES AS USUAL.

## MACAO-CANTON LINE.

S.S. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

## JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINK.

S.S. SHANAM, 588 tons, and S.S. KANWING, 588 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Sailing Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

## HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [19]

## HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, April 25th.

	Previous Day at 3 p.m.	On Day at 5 a.m.	On Day at 2 p.m.
Barometer .....	29.91	29.84	29.83
Temperature .....	72	73	75
Humidity .....	69	69	69
Wind Direction .....	West	0	East
Force .....	2	0	3
Weather .....	4	0	6
State .....			

Highest open air temperature on 24th 84

Lowest open air temperature on 24th 73

## VISITORS TO CANTON Should Purchase

## "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE ..... \$1.75

On Sale at:—

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY &amp; WATSON, Ltd.

Messrs. BRYER &amp; Co.

Canton: Messrs. A. S. WATSON &amp; Co.



## ADVERTISEMENTS

## TO LET.

**A HOUSE** in Observatory Villas with 7 rooms. Apply to—**ABERDEON V. ABER & Co.**, 14, Des Vaux Road. [519]

## AMERICAN ASIATIC S.S. CO.

## NOTICE TO CONSIGNEES.

FROM NEW YORK.

## THE Steamship

**"ROYAL PRINCE."** Captain D. Conn, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 1st May, at 10 A.M.

All Claims must be presented within FIVE DAYS of the Steamship's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **SHEWAN, TOMES & Co.**, General Agents. Hongkong, 24th April, 1916. [520]

## "SHIRE" LINE OF STEAMERS, LIMITED.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBRO: GENOA, COLOMBO AND STRAITS.

## THE Steamship

**"MONMOUTHSHIRE."** Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 2nd May, at 5 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined, on 2nd May, at 9.30 A.M. Claims against the Steamship must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Ltd.**, Agents. Hongkong, 25th April, 1916. [521]

## HONGKONG CRICKET CLUB.

## TENNIS TOURNAMENT.

**TODAY (WEDNESDAY), 26th inst.,** OPEN CHAMPIONSHIP SINGLES—**NO. 222 KWONG v. S. E. GREEN**, at 4.30 P.M.

**TOMORROW (THURSDAY), 27th inst.,** FINAL PROFESSIONAL PAIRS—**S. E. GREEN and A. CLAXTON v. Lt. Col. CRISP and Capt. HAMILTON**, at 4.30 P.M. Hongkong, 26th April, 1916. [515]

## THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA (1914).

**\$16,000,000 AND SUPPLEMENTARY ISSUE OF \$8,000,000.**

## THE NATIONAL LOAN OF THE FOURTH YEAR OF THE REPUBLIC OF CHINA (1915).

**\$24,000,000.**

**SUBSCRIBERS** to the above TWO LOANS are hereby notified that the Interest Instalments for the month of April, each amounting to Dollars One Hundred and Twenty Thousand (\$120,000)—\$240,000 in all—have been duly received by the Undersigned and brought to Loan Service Account.

**F. A. AGLEY**, Inspector General of Customs, Inspectorate General of Customs, Peking, 17th April, 1916. [512]

## 6% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916 for Rbls. 2,000,000,000.

**SUBSCRIPTION** to the above LOAN will be opened from 28th March till 5th May inclusively.

The Price of issue is 95%.

The Loan is entirely free of Income Tax and of other taxation.

The Loan is redeemable at par on 1st February 1920, Russian style, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half-yearly on the 1st February and 1st August, Russian style.

Interest on the above loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above-named loan.

Special favourable rates will be quoted for Russian exchange.

Applications will be wired to Petrograd free of telegraphic charges and commission.

40% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

**T. TISSALL**, Manager, RUSSO-ASIATIC BANK, Hongkong, 30th March, 1916. [490]

## PUBLIC COMPANIES

## UNION INSURANCE SOCIETY OF CANTON, LTD.

## NOTICE TO SHAREHOLDERS.

**A FINAL DIVIDEND** of TWENTY DOLLARS per Share for the year 1914 and an **INTERIM DIVIDEND** of THIRTY DOLLARS per Share for the year 1915 will be Payable on THURSDAY, the 18th inst. Warrants may be had on application at the Office of the Society on or after that date. By Order of the Board, **C. MONTAGUEDE**, General Manager. Hongkong, 18th April, 1916. [502]

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

**THE FORTY-SEVENTH MEETING** of SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, TOMORROW (THURSDAY), 27th April, 1916, at 11 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December 1915.

The **TRANSFER BOOKS** of the Company will be CLOSED from the 14th to the 27th April, both days inclusive.

By Order of the Board of Directors, **C. PEMBERTON**, Secretary. Hongkong, 11th April, 1916. [545]

## CANTON INSURANCE OFFICE, LTD.

## NOTICE TO SHAREHOLDERS.

**THE THIRTY-FIFTH ORDINARY MEETING** of SHAREHOLDERS will be held at the Offices of the Undersigned on WEDNESDAY, the 3rd May, 1916, at Noon. The **TRANSFER BOOKS** of the Company will be CLOSED from the 19th April to the 3rd May, both days inclusive.

**JARDINE, MATHESON & Co., Ltd.**, General Agents. Hongkong, 14th April, 1916. [570]

## THE CANTON INSURANCE OFFICE, LIMITED.

## NOTICE TO SHAREHOLDERS.

**NOTICE IS HEREBY GIVEN** that an **EXTRAORDINARY GENERAL MEETING** of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 3rd day of May, 1916, at 12.15 o'clock in the afternoon; when the subjoined Resolutions will be proposed as Extraordinary Resolutions, viz.:

(1.) "That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as in the Print signed by the Chairman of this Meeting for the purposes of identification."

(2.) "That the Articles of Association of the Company be altered in the manner following:—

"That the following Article shall be substituted for Article 24, namely:—

"24.—The Members of the Committee shall be paid out of the funds of the Company such remuneration as may be or have been determined at any time by any General Meeting of the Company, until such remuneration is altered by any subsequent General Meeting of the Company."

"Such remuneration shall be payable amongst the members of the Committee in such proportions, as the Committee or majority thereof shall determine."

Should the above Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.

Prints of the Memorandum as proposed to be altered have been circulated to the Shareholders, and a Print thereof can be seen at the Registered Office of the Company.

Dated this 15th day of April, 1916. **JARDINE, MATHESON & Co., Ltd.**, General Agents, THE CANTON INSURANCE OFFICE, LTD. [571]

## CHINA TRADERS' INSURANCE COMPANY, LTD.

## NOTICE TO SHAREHOLDERS.

**NOTICE IS HEREBY GIVEN** that an **EXTRAORDINARY GENERAL MEETING** of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Head Office of the Company, No. 4, Cornhill Road, Victoria, in the Colony of Hongkong, on FRIDAY, the 5th day of May, 1916, at Noon, when the subjoined Resolution which was passed as an Extraordinary Resolution at the Extraordinary General Meeting of the said Company held on the 18th day of April, 1916, will be submitted for confirmation as a Special Resolution:—

"That the name of the Company be changed to 'BRITISH TRADERS' INSURANCE COMPANY, LIMITED.'"

Dated this 18th day of April, 1916. By Order of the Board, **C. MONTAGUEDE**, General Manager. [503]

## UNION INSURANCE SOCIETY OF CANTON, LTD.

## NOTICE.

**THE CERTIFICATE** No. 1085 for two Shares, \$100 paid up, numbered 6886/6887, standing in the Register in the name of Mook Mun Po, having been declared LOST, Notice is hereby given that unless the said Certificate is produced to the Society on or before the 13th July, 1916, a NEW CERTIFICATE for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors, **C. MONTAGUEDE**, General Manager. Hongkong, 13th April, 1916. [554]

## AUCTIONS

## G. R. PUBLIC AUCTION.

**THE Undersigned** have received instructions to sell by Public Auction—**ON TUESDAY AND WEDNESDAY, the 2nd and 3rd May, 1916, at 10 A.M. each day, at H.M. Naval Yard, Hongkong, and Kowloon Depot, 12 Coal Lighters from 50 to 150 Tons, Steam Launches (Hull only), Steam Cutters complete, and**

**OLD AND SURPLUS NAVAL AND VICTUALLING STORES,** Comprising—

**OLD AND SURPLUS NAVAL STORES:** Fan Engines, Boilers complete, 40 and 50 Tons; Boiler with Mountings, Propellers, 30 Tons; Writer, Shanghai Bells, Canvas and Leather, Rosin, Stage-lashings, Coir Cordage, Paper-stuff, Canvas Bags, Old India Rubber, Reading Lamps, Boats, Oars, Fir, Carpet, Rugs, Blankets, Tables, Bookcases, Cabin Wardrobe, Cupboards, Mirror, Electric Cable, Firwood, Old Iron and Steel, Old Metal, Mineral, Ropes and Olive Oil, &c., &c.

**OLD AND SURPLUS VICTUALLING STORES:** Seamen's Clothing, Blankets, Officers' Mess Traps (a quantity of Electro-plated articles and Table Linen) Implements, Seamen's Mess Utensils, Oak Staves, &c., &c.

**TERMS OF SALE:**—As detailed in the Catalogue. **HUGHES & HOUGH**, By Appointment Auctioneers to the Admiralty. Hongkong, 25th April, 1916. [513]

## PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTIES

situate at **HONG KONG** in the Colony of Hongkong, and being **KOWLOON MARINE LOT No. 83** and **KOWLOON INLAND LOT No. 1178**, to be sold

**IN ONE LOT** on **THURSDAY, the 4th day of May, 1916, at 3 o'clock P.M.,** by **MR. GEO. P. LAMBERT**, Auctioneer, at his Auction Rooms in Duddell Street.

The Property consists of:—

All those pieces or parcels of ground situate at **Hong Kong** in the dependency of Kowloon and Colony of Hongkong and registered in the Land Office respectively as **KOWLOON MARINE LOT No. 83** and **KOWLOON INLAND LOT No. 1178**. Kowloon Marine Lot No. 83 contains an area of 138,800 SQUARE FEET and is held for the term of 75 years from the 16th May, 1904 (renewable for another term of 75 years), created therein by a Crown Lease dated the 11th day of October, 1906, and made between His late Majesty King Edward VII. of the one part and **Donald Macdonald and John Wicks** of the other part subject to the payment of the Crown rent and to the observance and performance of the Lessee's covenants therein reserved and contained.

Kowloon Inland Lot No. 1178 is situate on the North-west side of Kowloon Marine Lot No. 83 and contains an area of 27,073 SQUARE FEET and is held for the term of 75 years from the 16th May, 1904 (renewable for another term of 75 years), created therein by a Crown Lease dated the 18th April, 1911, and made between His Majesty King George V. of the one part and the said **Donald Macdonald and John Wicks** of the other part subject to the payment of the Crown rent and to the observance and performance of the Lessee's covenants therein reserved and contained.

Crown Rent of Kowloon Marine Lot No. 83—\$1,284 per annum.

Crown Rent of Kowloon Inland Lot No. 1178—\$248 per annum.

Particulars and conditions of sale may be had from—

**Messrs. DEACON, LOOKER, DEACON & HARSTON**, 1, Des Vaux Road Central, and

**Mr. LEO D'ALMADA E CASTRO**, Old Supreme Court Building, Vendon's Solicitors, and also from

**Mr. GEO. P. LAMBERT**, The Auctioneer. Hongkong, 25th April, 1916. [514]

## FOR SALE.

**RICHMOND HOUSE**, No. 145, Barker Road, Also

**"DUNOTTAR,"** No. 81, Aberdeen Road, **HASTINGS & HASTINGS**, Solicitors. [571]

## SITUATION VACANT.

**A Competent MALE Stenographer** and General Office Assistant may obtain a good permanent position on application to—

"T. B." Care of "Daily Press" Office. Hongkong, 17th April, 1916. [511]

## HONGKONG JOCKEY CLUB.

## NOTICE.

**THE HALF-YEARLY MEETING** of Members will be held on SATURDAY, the 29th April, 1916, at 12 o'clock Noon, at the Offices of the Jockey Club, on the Ground Floor of the HONGKONG CLUB ANNEXE, Chater Road.

By Order, **T. F. HOUGH**, Clerk of the Course. Hongkong, 15th April, 1916. [569]

## ON SALE.

**A TABLE OF THE RATES OF EXCHANGE AT BOMBAY** For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average for 26 years, FROM 1874 to 1900.

**PRICE** ..... \$2 CASH.

On Sale at the **DAILY PRESS** Office of Local Bookellers.

## INTIMATION

## JUST ARRIVED:

## NEW STOCK

## BULL DOG

## LIGHT ALE

## AND GUINNESS' STOUT.

## IN PINTS AND SPLITS.

## SOLE AGENTS:

## A. S. WATSON &amp; CO., LTD.,

## WINE &amp; SPIRIT MERCHANTS.

## HONGKONG.

TELEPHONE 616.

HONGKONG OFFICE: 10, DES VAUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, 27th April, 1916.

## COMPULSORY MILITARY SERVICE.

We venture to think that the great relief experienced in political circles at Home when it became known that the Cabinet had arrived at an agreement over the recruiting problem was shared by British subjects in all parts of the Empire. The dissolution of the Government at this critical moment would have been, as Mr. Asquith declared, a "formidable disaster," and it could scarcely have failed to encourage the enemy, whose one hope now rests upon the possibility of disunion among the *Entente* Powers, or upon such domestic troubles as would prevent, one or other of the allied countries from bending its full energy to the vigorous prosecution of the war. The exact terms under which the members of the Cabinet have composed their differences are unknown, but there has, apparently, been no complete surrender on either side. The settlement, therefore, is necessarily in the nature of a compromise, and it is reasonable to suppose that the compromise follows upon the lines of Mr. Henderson's suggestion that general compulsion should be introduced if, during the next six weeks, the recruiting campaign does not produce 15,000 volunteers each week, the number which the military authorities declare must be maintained until the end of the year. To meet such requirements even in normal times would mean that every seven days a town with a population of upwards of 75,000 would have to be denuded of all its able-bodied male inhabitants between the ages of 18 and 41 years. Already, it must be remembered, several million men are under arms. When Lord Derby began his great campaign it was stated that there were roughly five million men of military age available, including, of course, members of Territorial battalions enlisted for home defence. Of this total some three millions attended. Of the remaining two millions approximately half were married and half were single men. The Military Service Act was passed in order to conscript all

single men and thus keep faith with the married men, who were promised that they would not be called up unless all but an insignificant number of single men offered their services. The system of exemptions and reservations which was introduced, however, produced such a paralysing effect that the married men found themselves summoned to the colours long before they expected. In consequence of the protest which they raised, instructions were issued to curtail the list of reserved occupations and to refuse exemption from military service to men below a certain age who were engaged in such occupations. It was further decided that men who had joined the reserved occupations after August 14th, 1915, should not in future enjoy the same position in regard to exemption as those who had joined before. At the same time the calling up of further married groups was suspended. It must, in fairness, be admitted that the married men who attested under Lord Derby's scheme had a legitimate grievance, and it was in all probability the attitude they adopted which brought about the recent crisis. They were urged to attest in order to preserve their right of appeal, as under the compulsion which was foreshadowed by the recruiting agents, no appeals were to be permitted. In order to safeguard the interests of their wives and families, many were led by these representations to inscribe their names as willing to serve, only to find that a half measure of compulsion was brought in and that, as a result of their patriotic action, they would be called upon to leave their homes and businesses to financial ruin whilst some thousands of exempted single men and a million unattested married men were allowed to remain behind. There were many other anomalies and injustices which were inseparable from the confusion created by the admittedly cumbersome system—half voluntary, half compulsory—which was in vogue. Now that we have gone so far, general compulsion for all, married and single alike, is certainly a more simple and equitable method of procedure. Those, however, who urge that it is a measure which should have been introduced in the first instance, and argue that the present confusion and general discontent is simply the result of half-hearted tinkering with the problem, must remember that in Great Britain government is by consent of the people. Any attempt to introduce general compulsion in the early stages of the war would have been the signal for industrial revolution. No-one reviewing dispassionately the political history of the past eighteen months will deny this. The Government have had to feel their way cautiously, and public opinion has had to be educated step by step to a true realization of the needs of the situation, which, apparently, were not fully appreciated for some time even by those in authority. The heart of the nation is sound and the people are prepared to make any sacrifices to reach the goal of victory, but they must first be convinced that such sacrifices are necessary and that they are not simply being exploited by one or the other of the great political parties. How the demands of the military authorities are to be reconciled with the claims of industry is not yet clear. Mr. Lloyd George, who said this war would be won by "silver bullets," is one of the strongest advocates of conscription, and it is scarcely the halt, the lame and the blind—presumably the only ones to be left when the full toll is taken—who can be relied upon to manufacture these costly requisites. We have also heard a good deal about the necessity of being prepared to meet fierce German competition after the war, and, as Mr. Runciman has pointed out, the way to do that is not to kill our commerce while war is being waged. For this reason we are glad that the elected representatives of the people are, at last, being taken into the confidence of the Government, and that the facts and figures are being placed clearly before them in secret session.

A mail for Europe via Siberia closes tomorrow at 3 p.m.

Mr. D. B. Murray has been appointed manager of the Singapore branch of the Union Insurance Society of Canton, Limited.

The body of a Chinaman, of about 44 years of age, which was found hanging from a tree on the Aberdeen and Stanley road, has been taken to the mortuary.

The body of an European named John Penelope, aged 48, Chief Officer of the *A. Hin Sun*, has been taken to the mortuary. It seems that the deceased expired suddenly on the evening of the 24th following a heart seizure.

The total output of the Kailan Mining Administration's mines for the week ending 24th April, amounted to 64,548 tons and the sales to \$7,163 tons.

Mr. F. S. James, C.M.G., the new Colonial Secretary of Singapore, leaves England for the Straits Settlements on April 22nd. Mrs. James accompanies him.

Mr. McCubbin, of the Tai Koo Club, has reported to the police that someone entered the Club, when the door happened to be open, and stole a billiard table cover and 33 electric bulbs, valued at \$43.

A Chinese married woman and three of her children have been admitted to the Government Civil Hospital in a state of collapse due to poisoning, the effects of which became apparent after they had taken their evening meal.

The wedding took place on 7th March, at St. Mary's, Dover, of Lieutenant-Commander Somerville P. B. Russell, R.N., who was formerly in command of a torpedo boat in Hongkong, and Eileen Frances, elder daughter of Major-General F. H. Kelly, C.B.

Mrs. D'Almada e Castro, of Kimberly Road, Kowloon, has reported to the police that while she was proceeding along the Canton Road on the evening of the 23rd a Chinese "snatched" a black bag which she was carrying and decamped. The bag was valued at \$4, and its contents at \$8.

One fatal Chinese case of bubonic plague was reported in the Colony during the week ending April 20th. This occurred in the Hunghom district. In the same period there were ten cases of small-pox, nine of which proved fatal, all being Chinese. There were also three non-fatal cases of enteric fever (Italian, French and Chinese) and a non-fatal Chinese case of diphtheria.

An audited statement of accounts in connection with the recent effort to provide tea "Hongkong" beds in Netley Hospital has been issued by Mr. J. J. Bryan, Hon. Secretary and Treasurer of the local branch of the Overseas Club. This shows that a total of \$1,003 was received and, after paying expenses, \$1,523:66 (representing £150) was cabled to England, leaving a balance in hand of \$150:19. It is hoped to be able to maintain the three beds until the close of the war, though the sum now raised only covers the cost for twelve months.

Mr. "Mike" Newman is to be congratulated on his enterprise in securing for production in Hongkong that truly remarkable picture—*"Hypocrits."* The picture, which is in five parts, was screened at the Victoria Theatre last night before a very large house, and it undoubtedly ranks among the very finest seen in a Hongkong theatre. Above all it is a picture with a purpose, and the scenes are as daring in their conception as they are moving in their effect. It possesses an absorbing human, as well as a religious, interest and grips the attention throughout. Mr. Newman presents at the Theatre tomorrow night a great war picture, taken under the direction of the Belgian Government on the battlefields of Belgium, and shows scenes of actual fighting at the front. Twenty-five per cent. of the total proceeds is being given by the organiser to the Hongkong Bandage Fund.

A picnic to Shatin under the aegis of St. Peter's Church, West Point, on Easter Monday proved very successful and enjoyable. Proceeding in a special carriage kindly placed at their disposal by the Kowloon Railway Co., a contingent of 80 members and friends of the congregation travelled to Shatin. On arrival, the strip of water was crossed, and a landing effected close to the residence of Sergeant Dwyer, who had kindly made arrangements for the comfort of the "invaders." Boating, swimming, walking, nature study, etc., engaged the attention of different sections of the visitors until tea was served, when full justice was done to the efforts of the ladies in charge of this necessary part of a successful outing. The return journey was made in good time, but not before Sergeant Dwyer had been recorded three hearty cheers for his courtesy and kindness in assisting to make the outing so successful. At the suggestion of the Rev. W. T. Featherstone (Chaplain) a similar expression of appreciation was conveyed to the ladies who had looked so well after the commodious department. It is hoped to arrange a similar outing in the future.

## TYPHOON WARNING.

The following telegram was received by the American Consulate General, Hongkong, from the Manila Observatory:—  
11 a.m. April 24th.  
Cyclone or typhoon N.E. of Luzon, moving N. or N.E.



# THE WAR.

## ACTIVITY AT VERDUN.

DARING GERMAN ATTEMPT ON IRELAND.

FIGHTING IN EGYPT.

ANOTHER ZEPPELIN RAID.

SUBMARINE WARFARE CONTINUES.

### FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

CONTINUED FRENCH PROGRESS.

GERMAN ATTACK REPULSED.

PARIS, April 24th.  
4 p.m.

The French are making continued progress.

To-day's communiqué says:—A German attack on Paisy was repulsed with loss. We dispersed enemy reconnaissances west of the Meuse.

French bombers advanced north-west of Cauréttes Wood, taking prisoners.

The Germans are briskly bombarding Roadman's Hill.

There was a lively artillery duel in the Forest of Apremont.

We carried an enemy post in the Vosges, in the direction of Bon Homme.

French air squadrons in Belgium twice bombarded the railway station of Vylvego with heavy bombs, many of which found their objective. All the aeroplanes returned.

VIOLENT BOMBARDMENT AROUND VERDUN.

ACTIVITY OF FRENCH AIRCRAFT.

PARIS, April 25th.  
1.40 a.m.

The evening communiqué says:—West of the Meuse the enemy in the afternoon violently bombarded the Mort Homme positions.

East of the Meuse and in Woivre there was intermittent artillery activity. Elsewhere there was nothing of importance.

French air squadrons were active on Sunday night, and dropped 29 bombs on the station of Longuyon, five on the station at Henay, 12 on bivouacs east of Dun, and 23 on bivouacs in the Montfaucon region and the station of Nantillois.

CANADIANS IN CRATER CONTEST.

GERMAN CANNONADE OUT-CLASSED.

LONDON, April 24th.

The share of the Canadians in the recent crater contest at St. Eloi was most splendid. The craters, which were caused by the mines by which the Fusiliers captured German trenches, are from 50 to 100 feet deep, often with precipitous sides. The Canadians, who were ordered to hold them, were subjected day and night to an incessant shelling, the nature of which is exemplified by 200 trench mortar bombs falling in one crater in two hours. Nevertheless, the Canadians worked very calmly in constructing parapets, while bombing parties crawled out of the holes, and attacked the Germans, there being constant affrays.

The German cannonade was outclassed by the British in the proportion of three shells to two. When the German crowning attack was made on the main crater, the assailants were mowed down by the British artillery, but a remnant got through and captured the crater after a desperate fight with the Canadians. When the Brigadier heard the news he hurried up, but was twice buried owing to the German fire. He was dug out and organised the battle for the recovery of the crater.

(THROUGH REUTER'S AGENCY.)

OPERATIONS ON BRITISH FRONT.

LONDON, April 25th.

A British communiqué reports:—There was some mining activity in the Loos salient, and at Neuve Chapelle.

There was reciprocal artillery activity at Neuville, Angres, the Ypres-Comines Canal, and Hooge.

A hostile aeroplane was brought down by gunfire at Ploegstraete, and the pilot and observer were killed. One British machine is missing.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

DARING GERMAN ATTEMPT ON IRISH COAST.

SIR RODGER CASEMENT ARRESTED.

LONDON, April 24th.

The Admiralty announces that an attempt was made to land an army (?) and ammunition in Ireland by a vessel under the guise of a neutral merchantman, but which was in reality a German auxiliary, in conjunction with a German submarine. The auxiliary was sunk, and a number of persons were captured, including the notorious Sir Roger Casement, who has been conducting an anti-British campaign in Germany and elsewhere since the beginning of the war.

LATER.

Sir Rodger Casement was brought to London on Sunday, and he is now detained in military custody. It is understood that evidence regarding his proceedings in Germany since the outbreak of war will be produced at his trial.

MORE VESSELS SUNK.

LONDON, April 24th.

The following steamers have been sunk:—British—*Felicia* and *Tregantle*.

Italian—*Josef Agost Fohreretz* (3,051 tons).

French—*Chamarel* (harque).

Norwegian—*Ogla* (barque).

The *Felicia* was a steel screw steamer of 3,070 tons, built in 1909, and owned by Messrs. Farner, Withy & Co., Ltd. The *Tregantle*, a steel screw steamer of 3,091 tons was built in 1903, and was owned by the Hain S.S. Co., Ltd., of St. Ives.

THE NEAR EAST.

(THROUGH REUTER'S AGENCY.)

FIGHTING NEAR AL KANTARA. ENEMY SUFFERS HEAVY LOSSES.

LONDON, April 24th.

An official report from Headquarters in Egypt states that fighting occurred in the Katia district, east of Al Kantara, on the 23rd inst. An aerial reconnaissance indicated hostile parties in strength of from 200 to 500 assembling in the neighbourhood of Duedar. About 500 of the enemy delivered a strong attack on our post at Duedar at 5 o'clock in the morning, and they were beaten off. After the arrival of reinforcements the enemy withdrew, leaving 30 prisoners and 40 killed.

The Australians, acting in concert with aeroplanes, harassed the enemy's retreat. The enemy suffered the heaviest losses from the fire of the troops and the bombs and machine-gun fire of the aeroplanes.

Katia village, which was held by a small force of Yeomanry, was attacked simultaneously with Duedar by an enemy force of 3,000. The Yeomanry withdrew after a severe engagement.

TURKISH POSITIONS SHELLED.

LONDON, April 24th.

It is officially announced that a bombardment of the Saunni Yat position was maintained throughout the day on the 24th inst.

GENERAL.

(THROUGH REUTER'S AGENCY.)

ANNIVERSARY OF HISTORIC FEAT.

KING'S MESSAGE ON GALLI POLI LANDING DAY.

LONDON, April 24th.

On the occasion of the anniversary of the landing at Gallipoli H.M. the King sent the following message to the Governor-General of Australia and the Governor of New Zealand:—

"Tell my people in Australia and New Zealand that to-day I join with them in solemn tribute to the memory of the heroes of Gallipoli. They gave their lives for the supreme cause in gallant comradeship with the rest of my soldiers and sailors who fought and died with them. Their valour and fortitude shed fresh lustre on British arms. May those who mourn their loss find comfort in the conviction that they did not die in vain, but that their sacrifice has drawn our people more closely together and added strength and glory to the Empire."

ANOTHER ZEPPELIN RAID.

LONDON, April 25th.

The War Office announces that three Zeppelins are reported as having arrived from seawards over the eastern counties last night. Two crossed the coast of Norfolk shortly before 10.30, and another crossed about 11 p.m. A few incendiary bombs were dropped.

AIR ATTACK ON DOVER FRUSTRATED.

LONDON, April 24th.

It is officially announced that an enemy aeroplane appeared at Dover in the morning, but anti-aeroplane guns drove the machine off. No bombs were dropped.

KING GEORGE AND THE TSAR. EXCHANGE OF GREETINGS.

LONDON, April 24th.

His Majesty the King, in an Easter message to the Tsar, expressed his congratulations and renewed confidence in the victory of the Allied Armies. "I have," he said, "followed with delight the recent victorious achievements of your gallant Army." The Tsar replied, tendering his warmest thanks for the King's good wishes, and saying:—"I entirely share your confidence in the ultimate success of our combined efforts."

EAST AFRICAN CAMPAIGN. BRITISH TROOPS' SUCCESS.

LONDON, April 24th.

It is officially announced that General Smuts reports that British troops, after defeating the enemy before Kosada Irangi on the 19th, occupied that place. The Germans, who suffered considerable losses, retreated in the direction of the railway.

CHINESE TRANSPORT SUNK. NEARLY A THOUSAND LIVES LOST.

SHANGHAI, April 24th.

In a fog southward of the Shusan Islands the co-sailing cruiser *Haiyung* collided with and sank the Chinese transport *Hingyu*. Only 30 have so far been saved out of 1,000 soldiers and crew.

LANCASHIRE COTTON SPINNERS.

DEMAND ADVANCE IN WAGES.

LONDON, April 24th.

Lancashire cotton spinners have decided to ballot on the question of a strike to enforce their demands of a ten per cent. advance in wages.

AMERICA AND ASIATIC IMMIGRATION.

EXCLUSION LEGISLATION.

LONDON, April 24th.

The Times' correspondent at Washington says that in view of the passing by the House of Representatives, and the likelihood of the Senate passing the Bill excluding Asiatics and legislating the Agreement of 1903, restricting the entry of Japanese, the Japanese Ambassador, told President Wilson that Tokyo considers that such legislation is superfluous, as Japan has loyally observed the Agreement.

The President is understood to have promised to try and have the proposed Bill altered. This does not mean that he intends to try and secure for the Japanese the privilege of free entry, still less naturalization.

LORD HARDINGE IN ENGLAND.

LONDON, April 24th.

Lord Hardinge arrived here on Saturday. Interviewed, he remarked that India was perfectly quiet.

BRITISH INDUSTRIES.

MR. RUNCIMAN'S REVIEW OF THE SITUATION.

Mr. Runciman, President of the Board of Trade, in an interview with the Associated Press discussed the general industrial situation in the British Isles. He declared that there had never been greater activity in the larger industries, that wages were higher than ever before, and that the percentage of unemployment had never been so small in the history of the country.

"The bulk of the output," Mr. Runciman stated, "is for war purposes. The only trades relatively quiet are the building, linen, and some of the luxury-producing trades. The proportion of unemployment in trade unions at present is about five per cent. In normal times it is about five per cent. In times of peace it has scarcely fallen below two per cent. The same condition prevails in non-union trades. Longer hours are being worked in nearly all trades, and it is estimated that this overtime represents an increase of 44 per cent. in the number of employed. Few firms have had to shut down, but among the active firms only 7 per cent. of their machinery was idle during December. About four-and-a-half of this 7 per cent. is due to the shortage of labour caused by recruiting."

About five-and-a-half million people had received higher wages, the total increase being, roughly, £1,000,000 a week. In spite of one or two notable exceptions labour on the whole had been reasonable in demands since the war began. One influence which contributed to this has been the limitation of profits in industries employed in the manufacture and transportation of munitions. An example of the rise in wages may be seen in the case of seamen. Before the war they got about £4 10s. per month and their keep, now they received between £8 and £8 10s. per month. The greatest increase had been in piece-rate remuneration. Exceptional men in the engineering trades by working overtime have earned from £5 to £10 and over per week; one tool-maker in Coventry by great efforts made more than £16 in the week.

"The women who have taken the place of men in various trades are doing amazingly good work. It is estimated that the number of women substituted for men in the metal trades is 77,000, in the leather trades 14,000 and in miscellaneous trades 274,000. Besides these many are in Government employment, an increasingly large body are in commercial houses, and a great number are engaged in the dilution of labour and on agricultural work. More women are needed badly on farms, 300,000 could be used in the South of England alone. Women are performing every kind of work which is not too heavy for their strength. In one firm they are making electric motors, in another they are doing all work in manufacturing tin, howitzer bombs, including testing. And they are doing many other kinds of work requiring the employment of machinery and calling for great skill."

Mr. Runciman added that the vital question of finding employment for the great number of men who would be released from the Army after the war was under consideration. He believed that satisfactory solutions would be found. Under the dilution scheme there would be the re-employment of their old places to men who had served at the front. Labour would find itself in much the same position at the end of the war as had obtained before the conflict began; no attempt would be made to take advantage of those who temporarily waived their rights in order to fight for their country.

PLENTY OF MILK IN GERMANY.

LORD R. CECIL ON A DISHONEST PROPAGANDA.

The American newspapers last month published an interview with a representative of the Associated Press had with Lord Robert Cecil on the subject of the German agitation in America for the export of milk for German babies. This agitation, Lord Robert described as most dishonest and insincere.

Belgium, said Lord Robert, had 1,500,000 cattle. We know that practically one-half of these have gone to Germany. I am informed from sources whose veracity is unimpeachable and that have expert knowledge that the Germans have been so zealous in the maintenance of their original cattle of cattle that probably less rather than more milk cows have been slaughtered during war than normal times. Germany is touched on all sides by the greatest milk-producing countries of Europe, and it is idle to contend that she is not still getting supplies from these sources.

Of course cotton and silk and similar imports for fodder have been stopped, but we have good ground for believing that this shortage has been met by the slaughter of bull, leaving the larger proportion of the fodder to supply the cows. Moreover, Germany reaped vast crops of cereals. The resultant fodder, added to what she removed from Belgium and Northern France and other occupied territories, must have gone far to compensate for any deficiency due to our blockade. To this may be added the fact that Germany sent enormous herds of cattle to be pastured in Northern France and the German Chancellor has promised in the Reichstag to take the same action in Belgium.

Germany had the effrontery to include in her appeals for milk distressing descriptions of the shortage of milk in Poland. What can be thought of this when we find in the American papers particulars of large imports of milk from Russian Poland? Austrian territory—so large that the milk of Cracow alone was getting 1,000,000 litres (880 quarts) daily from Russian Poland? The whole revelation is purely a political move designed to discredit us with philanthropic Americans.

A report from the Rhine districts says that 1,500 Germans from Verdun had arrived for a rest. They were unharmed, but unable to endure further bombardment. They were deaf, speechless, and helpless automata utterly useless for an attack.

FRANCE AND THE WAR. THE MEN IN COMMAND.

DEVOTION TO THE CAUSE ABOVE ALL.

(FROM "THE TIMES" SPECIAL CORRESPONDENT.)

This war is anonymous and invisible. On the side of the Allies no outstanding figure dominates it. No "man" personifies the Allied cause in the same sense as the German Emperor personifies the enemy. By whatever drawbacks the lack of a ruling and guiding personality may be attended, it has at least the advantage of placing the cause itself in the foreground, of making it dwarf all individual interests and personal reputations.

As with the commanders so with the men, the means of warfare. In the trench whole regiments disappear from view, miles upon miles of excavated earth runs in sinuous lines behind ranges of barbed wire, without ever a sign of human life. Far back in some carefully-dug position he the guns. A series of dull reports, a few wail like that of an electric tramway mounting a steep slope, a few crash as detonations followed by little clouds of grey-black smoke are all that can normally be seen along the greater part of the endless battle front.

Occasionally, as in the positions before Verdun, the privileged spectator may get a closer and more thrilling glimpse of the progress of the struggle. Here a little spurt and the confused hurrying and bursting of the projectiles, give an impression of awfulness not to be acquired in quieter sectors. Yet even here the movements of men are scarcely perceptible to the naked eye, and except to those actually engaged in repelling mass attacks, the war remains invisible.

THE DEFENDER OF VERDUN.

It is behind the lines, in the headquarters of the Generals commanding, that the personal aspect of the war becomes more apparent. In France, and in the greater part of its civilized world, attention is concentrated upon the defender of Verdun, General Pétain. Though a military teacher of high reputation for soundness of learning and keenness of insight, the outbreak of war found him a simple colonel of engineers. Political-religious convictions had, it appears, hampered his promotion. But the *Union Sacrée*, which drew together all French parties and creeds in an supreme patriotic impulse opened the way for recognition of his merit. In September last year he was in charge of the Champagne offensive. The great capture of German guns and men were chiefly due to the precision of his arrangements. No finer man could have been found to conduct the defence of Verdun, and it was to him that his superiors turned in the critical days of the German attack.

Of more than average height, well-built, blue-eyed, reserved in manner, and with a noticeable touch of irony in his words, General Pétain is not only self-possessed, but spreads around him an atmosphere of calm confidence. A few miles east of the point where we sat beside him one of the greatest battles in the history of the world was raging. The sound of the guns could be heard as he spoke. It was on the 13th day of the struggle in which Germany was striving to impress neutral opinion and to inflict upon France and the Allied cause a severe moral defeat, General Pétain's own position and reputation hung upon his issue. Yet by no tone or gesture did he betray anxiety.

"Can the Germans break through?" I asked indirectly. "When, in modern warfare," he answered, "a well-equipped force is given 48 hours to prepare positions in view of the kind of attack which is now being delivered, it is very difficult for the enemy to break through."

The answer characterizes the man. It indicates his work "objectively." He knew the superlative valour of his men; the excellence of his arrangements for supply; the vast stores of ammunition on which he could draw. He knew also the composition of the enemy forces; their formidable array of artillery; their frantic determination to secure at all costs some success that would impress the imagination of the world. Yet he stated his conviction that they would not break through as though he were unconcerned with the result save, perhaps, as a demonstration of a principle which he had laid down.

Well away behind another part of the French line lie the headquarters of another and very different type of French commander. The name of General Franchet d'Espèrey is scarcely known in England. We had visited a part of the sector for which he is responsible. The efficiency of the commissariat and communication depôts behind the front, the ammunition depôts behind the front, the staff work under the direction of a vigorous personality.

When we met him, the secret was revealed. Every feature, every movement showed energy and decision. His face and bearing suggested at one moment the keenness of the hawk, and at another the "naïveté" of a bull-dog. It was at the battle of the Marne that he came to the fore. One can imagine with what uncompromising sternness he will have held his ground, and with what momentum he will have launched his men in pursuit of the beaten foe.

At another headquarters we were received with delicate courtesy by the Bayard of this war, a true *chevalier sans peur et sans reproche*—General Gouraud. The right sleeve of his tunic, hanging loose, told of his mishap at the Dardanelles. In our honour he wore his British decorations. A charm which no words can define emanated from his presence. "A gentle knight but a knight indeed," said truly one of our party. Some hidden reserve of strength seemed to support him and to secure his compliance with his every wish almost before it could be uttered. No French soldier has a grander air; none is more beloved; none excites less envy; none enjoys more universal regard.

THE SUPREME CHIEFS.

Far behind the fighting line, in a new peaceful town, lie the Grand Headquarters of the French Army. Here two men reign supreme—Joffre and de Castelnau.

CANTON OPIUM COMMISSIONER EXECUTED.

HIS BROTHER TO SUCCEED HIM.

A recent issue of the *Peking Gazette* says:—Advices received by the Ministry of Finance state that Tsai Nai-hung, the Opium Commissioner, has been executed. The term used is *Cheng Fu*, meaning that Tsai has been visited with the extreme penalty of the law. It is understood that the Ministry of Finance has consulted the Ministry of Interior for the appointment of Tsai Hsiao-yuan, brother of Tsai Nai-hung, to succeed the deceased. Tsai Hsiao-yuan is now in Shanghai, acting as special Opium Deputy for the appointment. To this connection it is interesting to note that a certain monarchist paper in Peking reports on the matter as follows: "Tsai Nai-hung, the Opium Commissioner, has been assassinated by a paragon in Kwangtung."

WAR NEWS.

THE GENTLE GERMAN.

Through the courtesy of Professor J. H. Morgan, *The Times* reproduces a letter written by a German soldier to a Göttingen girl in Hamburg which contains the following passage:

"Dear Gretl Mayer—I will send you a small present when I find one again, a ring from one of those shells which threaten us with destruction, and you will have a nice souvenir from a German warrior who has been through everything from the start and has shot and bayoneted so many Frenchmen, and I have at bayoneted many French women. Dear Gretl Mayer, I bayoneted seven women and four girls in 5 minutes in an engagement near Batsville. We had a house-to-house fight, and these women fired at us with revolvers and they shot at the captain, too; then he said that I should shoot them all. I bayoneted them and did not shoot them. This herd of swine, they are worse than the men."

END OF WAR IN SIGHT.

FRENCH MINISTER AND THE LIEBOW OF VERDUN.

Speaking in the French Chamber last month, M. Ribot, the Minister of Finance, said: "We are at a decisive hour. The whole world is watching what is occurring at this moment before Verdun. There, gentlemen, the fury of the attacks shows what impatience for even an ephemeral success our enemies are feeling at this hour. History will consider this defence as one of the greatest things that has occurred to the honour of our country. It is permissible, without boasting, without illusion, and without vain optimism to perceive the end of this horrible war."

TEMPTATION SQUARE.

The Garden of Eden is not many hundred yards from my camp. At least that is the local belief, says an officer of the Mesopotamian Expedition, writing to his wife. "On the river front, grows a tree of a kind very common in the Punjab. I do not know whether you will recognise it by the name 'shurreen'; it has long, flat, yellow leaves and feathery leaves. It is the only one of its kind here, and T. Atkins has named it 'the forbidden tree.' In its vicinity small Arab boys hawk cheap cigarettes and biscuits and dried milk, and the locality is known as Temptation Square. It comes as a shock to think that this can have been the cradle of the human race."

CHARLIE CHAPLIN'S SALARY.

Charlie Chaplin began work at Los Angeles, U.S.A., last month for the Mutual Film Corporation. His contract under "war risks" stipulates that as Chaplin is a British subject, "he shall not leave the United States within the life of the contract without the permission of the corporation." The contract is for one year and ensures to Chaplin a salary of \$134,000. The Mutual Film Corporation has insured Chaplin's life for \$50,000.

Commander-in-Chief and his Chief of Staff.

Differing utterly in views, convictions, tastes and appearance, they have been close friends from boyhood and now work together in complete accord, completing and supplementing each other. Joffre, the personification of quiet solidity and confidence; de Castelnau, square-set, keen-eyed, the embodiment of the gallant efficiency that marks every aspect of the French Army. They spoke freely and frankly. It was pleasant to receive their expressions of confidence in Sir Douglas Haig and Sir William Robertson, their tributes to the great improvement in the quality of the British Army, and their appreciation of the smartness with which it has carried out recent operations.

But it is necessary also to place on record their earnest desire that every available unit should be sent from England without delay to complete its training and to be turned up in the bracing war atmosphere of France.

Behind the strong characters and commanding personalities who direct the work of the French Army stand dozens of men, hitherto unknown but equally efficient, equally devoted and equally strong. Yet one and all they seem to feel that in this great war men hardly count. The cause and its triumph are everything, the individual instruments of triumph nothing. France is grateful for her heroes, as they are wholeheartedly loyal to her. But no French soldier seems to imagine that he can have any special claim upon his country's gratitude or that he can deserve a higher eulogium than that of having done his duty. It is this that lends sublimity to the whole attitude of the French Army, which is indistinguishable from the French nation. France is in many respects the heart and the brain of the Allied cause, at least in the West. No country was ever worthier of its work, and none more fitted to do it.







## COMMERCIAL WAR ON GERMANY.

## THE ALLIES' RESOLVE.

## A RELENTLESS CAMPAIGN.

An account of an interview which Mr. W. S. Forrest, the United Press correspondent, had with Mr. Runciman, President of the Board of Trade, was published on March 20th.

The following is the text of Mr. Runciman's statement:—

"Germany has announced that at the conclusion of the war she will attempt to establish a Customs Union of the Central Powers on aggressive lines. This can only mean that they intend to follow up the present war by an economic war. If this is a deliberate object, we and the Allies shall know how to meet an aggressive war of that nature just as we met her hostile action during the past 20 months. But we shall be better prepared for this threatened economic war, and we are much obliged to Germany for giving us warning beforehand. The economic war which she threatens would be a permanent barrier to the peaceful development of Europe."

"I have, myself, used language of a hostile character in regard to Germany's trade. I did so, believing that the crushing of an enemy's trade is an essential step to victory. Every belligerent, in all times, has attempted, during the progress of a war, to destroy the enemy's trade as a measure of war. Germany's power of resistance as well as ours depends upon the extent of her material resources. And these as an act of war we must diminish in value, and do everything in our power to prevent her from accumulating stocks or adding to her wealth abroad. We cannot allow our citizens to trade with German firms in China, and we are withholding supplies from them. That is only one of the many instances of the efforts made by us to prevent her from creating credit abroad."

"By making it clear to Germany that the longer this war continues the less will be her chance of recoupment out of the profits of foreign markets we aim at shortening the war. Everything which tends to preserve her wealth is likely to lengthen the war."

The correspondent recalled Mr. Runciman's attention to his recent statement in the House of Commons in which he said that the Allies could never allow Germany to again raise her head. Mr. Runciman replied:—"What I really ought to have said was: 'The question of her raising her head!' We object to Germany using her resources and her commercial relations with us for the purposes of aggression, as she did in preparation for this war."

"We in England have not grown so foolish as to believe that one nation becomes rich on another's poverty, or that the Bismarck policy of bleeding your enemy white, as he did France in 1871, is good for either individual nations or for Europe as a whole. Peaceful preparation as a means to military and can never again be tolerated by England, France, Italy, and Russia, nor can we submit to 'most-favoured-nation' clauses in commercial treaties being utilized to the detriment of any one of the Allied countries."

"The Conference at Paris will approach all these questions with these points in mind. We are all determined to resist Germany wherever we find her trying to establish political predominance in foreign countries by commercial means. We are actuated by a necessity of defence, and the defence which this war has provided of the complete junkie policy at home and abroad is a lesson that none of the Allies will ever forget."

"Great Britain has a clean record on this subject. We have never used our trade relations for warlike purposes or in preparation for war. Our free trade is traditional. We have at all times discouraged Government assistance to, or direction of, commerce. We have allowed our manufacturers and traders to develop their business relations wherever they could on their own merits for purely business purposes. We have competed against ourselves as much as we have competed against the foreigner. Our policy in the past has gradually veered away from laissez-faire to laissez-passer."

"You ask me what effect this will have on our relations with America? I reply that we shall continue to be not commercial neighbours, (to the United States on the American Continent. Of course, we shall compete against your traders and manufacturers wherever we can, and with renewed vigour in the neutral markets. Whenever the war is over, but our competition will be that of honest merchants who seek no end but the exchange of commodities for mutual benefit."

"We shall always be ready to make friendly arrangements with neutral countries, and especially with the United States in the interests of peaceful commercial development."

"Aggression by the Central Powers will be met by the whole force of the British Empire and the Allies, but the British Empire has long been the home of political liberty and will never at once become a tyranny, though she is determined to resist it by every means in her power."

"When the war is over we shall pass through difficult industrial times and our one desire, at the present moment, is that we shall not suffer from the same losses as the result of war as were suffered by the United States after your great Civil War."

"In preparation for the return of peace we are preparing our plans for renewed internal organization and for external activity. This can and will be done along lines which every neutral will regard as friendly."

"Do you anticipate much labour trouble after the war?" the interviewer asked. "Those who speak for organized labour," answered Mr. Runciman, "are not fools, and they know perfectly well that only by complete co-operation between all classes will it be possible for us to recuperate from the industrial and financial exhaustion of the war."

## THE CHANCE OF INVASION.

## DOES GERMANY STILL DREAM OF IT?

[BY A NAVAL CORRESPONDENT.]

For many years before the outbreak of war the invasion of England was one of the most deeply cherished schemes of the German General Staff, and from 1906 onwards the idea governing the distribution of the British Fleet was the frustration of this particular Teutonic ambition. When, in 1907, a considerable naval force was after an interval of many decades, permanently stationed in the North Sea, the then Secretary of the Admiralty declared that the chief result of the arrangement would be "additional security to the people of these islands against what I believe is their only danger—a sudden raid—and that, I hope, is not a serious one."

A survey of the Navy Estimates of recent years and of further changes in fleet dispositions shows that this idea gained in strength as time went on. The development of the Fifth of Forth and Cromarty as naval bases; the establishment of the patrol flotillas of destroyers, torpedo-boats, and submarines, with bases stretching from Dover to Liverpool; the preparation for use in emergency of other bases along the coast, and extending much further north—all these things were undertaken with the sole object of checking the aggressive designs of the Hun.

Is an attempted invasion of these islands worth treating to-day as a practical proposition? Remember that Great Britain, with all her mistakes and all her failures, is the head and front of the opposition to the Kaiser's ambitions. Had our sea-power been used to its fullest extent from the first, hours of the war the chances are that Europe would already be returning to her normal paths. On the other hand, Britain and her sea-power have alone made the ultimately successful prosecution of the war possible for the Allies. Without it no troops could have left our shores or have been brought to Europe from our Dominions and those of France, England, if not invaded, would have been starved within a comparatively few weeks; and all the munitions of war that the Allies have obtained in such profusion from America would have gone instead to Germany. Britain remains, therefore, the pre-eminent of the Hun, and we may be sure that no stone will be left unturned to strike at us anywhere, anywhere, at any moment the enemy may deem to offer a favourable opportunity.

The old and most respected arguments against an attempted invasion of the island, the possibility of a secret mobilization of troops, the impossibility of collecting the necessary shipping in German harbours without the whole world knowing what was in the wind, and last, but not least, the British Navy.

Take these things in order. The mobilization of troops is no longer a problem; it is an accomplished fact. Secondly, there are known to be in German ports 329 German ships of 100 tons gross or over, 33 British ships (80 detained and 3 captured), of 180,714 tons; and probably 40 ships of the Allies captured or detained with a tonnage of about 30,000. The total number of such ships lying in all enemy ports is 51, of 43,993 tons. In short, the total mercantile tonnage available in German ports is about 1,000,000, divided among some 450 ships. Even if the aggregate be reduced by 300,000 tons to allow for vessels converted into warships, too small, unsuitable, or otherwise unavailable, there remain 800,000 tons of shipping—sufficient on expert reckoning for the transport of eight army corps with all their necessary guns, ammunition, horses, and vehicles, and thirty days' supply of food for horses and men.

The problem of the concentration of the men and the shipping for transport does not, therefore, exist for the men and material are lying ready to hand. There remains, however, the particularly large problem of the British Navy.

Our naval superiority in the North Sea is far too formidable for the enemy to contemplate a head-on attack; but he knows from his war experience that there are means of reducing that superiority. When the cruiser squadron of von Spee was lost in the Pacific—a squadron of five ships of 33,032 tons—what was the force required to hunt him down and destroy him? In his case, as we know from various contemporary messages published after the Falklands, there was an Australian and a Japanese fleet, each of unknown dimensions. Two British ships of 23,000 tons, under instructions to search for him, were sunk on November 1st, 1914; and although at the Falklands, battle we had eight ships against five, and 51,000 tons against 33,000, one of the enemy ships escaped. The tonnage employed to search for von Spee represented anything from five to ten times the tonnage of his own fleet.

The same position on a smaller scale is represented by the *Moeyer*. Although widely enough, the Admiralty have made no statement whatever on the matter, it cannot be doubted here any more than it is in Germany that a perfect swarm of cruisers was dispatched to track down and destroy this persistent ex-transport. If the Germans could get ten *Moeyers* to sea and scatter them over the world before they began their operation; if they could, by hook or by crook, sneak out of the North Sea with two or three battle-cruisers while making a point in force in the direction of the Dogger Bank, it is hardly certain that our available force in home waters would be very materially diminished until such time as the escaped enemy ships had been accounted for.

General von Ardenne relied mainly upon mines for averting the interference of the British Fleet. We have ample evidence that our resources are not yet equal to the task of preventing mine-laying in the North Sea, for this work is still being done by disguised fishing trawlers and submarines.

In one of his many moments of exuberance, Colonel Churchill referred to the Grand Fleet as lying on a "shattered throne amid the northern storms." Germany, of course, needs no telling on that score; but what would be her obvious course if she desired to cut that fleet off from the southern waters of the North Sea? The careful and continuous employment of mine-laying submarines, if not adequately checked by the counteraction of our sweepers, might in time lead to the creation of such a barrier across the North Sea that no fleet could pass through it without suffering enormous loss.

## THE BRITISH NAVY.

## INCREASE OF A MILLION FIGHTING TONS.

The New York Nation of the 16th March says:

The most impressive feature of Mr. Balfour's statement in the House of Commons last week, were the figures for tonnage added to the fleet since the outbreak of the war and the number of men transported under the protection of the fleet. An increase of a million fighting tons would mean the equivalent of 36 *Queen Elizabeths*, or 33 battle-cruisers of the *Tiger* class. It is obvious that the increase was not all in capital ships. Light cruisers, destroyers, and submarines have been built in large numbers. How large, appears from a study of the British naval programme as we knew it at the outbreak of the war. At that time there were in the course of construction fourteen super-dreadnoughts and one battle-cruiser, the *Tiger*. Of these ships, five carried 15-inch guns and ten carried 13-inch guns. Half of the ship we know were completed some time ago, among them the *Queen Elizabeth* and her sister ships, *Vanguard*, *Valliant*, and *Barham*. Of five ships laid down between November, 1913, and January, 1914, we know nothing definite; but we may assume that in the special emergency they have been finished in the exceptional time of two years.

It may be that even better records have been made, and that Great Britain now has capital ships which were started after the war; but it is not likely that there are many of these. If all the ships under construction at the beginning of the war be taken as completed, it would mean an addition of 368,000 tons. If we assume that half-a-dozen more capital ships have been begun and finished during the war, it would still make only half the tonnage announced by Mr. Balfour.

What half a million tons in light cruisers, destroyers, and submarines mean in actual units, appears from the following consideration. Before the outbreak of the war Great Britain had gone in for the lighter type of cruiser. When war began she had building twenty cruisers, of which four were of 4,400 tons with a speed of twenty-five knots, eight of 4,400 tons with a speed of thirty knots, and eight of 3,600 tons with the same speed. This last, the *Arcturion* class, has acquired itself by common report, and we may take it that light cruisers built since the war have been largely of the *Arcturion* type. In the same way, we may assume for the destroyer the high average of 1,000 tons, and for the submarine the equally high average of 800 tons. If light cruisers, destroyers, and submarines were built in equal numbers, half a million tons would mean 63 of each type, or a total of 290 units. But it is evident that the proportion for destroyers must have been much larger than for light cruisers and submarines. For the latter especially Great Britain would have comparatively little use. We may take it, therefore, that two-thirds of the additional tonnage is represented by destroyers. In other words, the British may have built between three and four hundred of the type of craft that has proven most successful against the submarine. It is the fact, that we must look for, as an explanation of British confidence in having solved the submarine peril, and not to magic nets and other devices. At the beginning of 1914 Great Britain had 290 torpedo boats and destroyers. She may now have between six and seven hundred. In these boats that have fanned off the Channel for the undisturbed movement of armies to and from the Continent.

## A NEW GILBERT.

FRANCE'S DARING AIRMAN.

Navarre, the young airman who holds the record now for Germans brought down, is only just twenty years old, and had never tried his hand at flying until well after the war had started. By the end of 1914, he was already marked out as a "coming man" and experts now declare that he is worthy to rank with Garros and Clément.

He is described as impatient of discipline and of little use unless allowed to act as a free lance. In aerial warfare, his aim is not so much to kill his opponent as to cripple the machine and catch the occupants alive. City once has been compelled for his own safety to shoot his adversary.

His favourite trick is to swoop to within forty to fifty feet of the German and rid him of his machine with bullets. It is recounted that a new gunner who had never been with him was so startled at the boldness and dash with which he brought him alongside the enemy that he missed an almost point-blank target; and although he was Navarre's superior in rank, the airman gave him such a "dressing down" that a sergeant nearly arrested him for insubordination.

We have no means of knowing whether Germany is actually attempting to create such a barrier. We only know that in some form or another the policy of mine-laying is being vigorously pursued, and that it is in the last degree unlikely that it is being pursued in a haphazard fashion without any definite object in view. A sort of "Milky Way" of mines, supported on the inner side by flotillas of submarines and behind them by a fleet of heavily armed ships of the supposedly unsinkable type, might come perilously near to forming a justifiable protection for a fleet of German transports.

While, therefore, the enemy's prospects would be remote enough, the possibility of an invasion or serious raid being attempted is not one that we or the authorities can afford to ignore. Brigadier-General Bewicke-Copley, speaking at Leeds a fortnight ago, was reported as saying: "It is necessary to have three million men in readiness to repel any such attack, or it may happen that a second three million may be required for some defence."

They are not empty words. The Germans know that England is the lock that bolts the door of victory against them. Their fleet is tried. It is beyond question vastly stronger to-day than when the war began. It is conceivable that it should be allowed to rest in idleness, until the return of peace.

## GERMAN WAR FINANCE.

## EXPOSED.

## WHAT DR. HELFERICH DID NOT POINT OUT.

A searching exposure of some of the hoistings of Dr. Helfferich, the Imperial Finance Minister, was made by Mr. Edgar Crammond, the secretary of the Liverpool Stock Exchange, at a meeting of the London Chamber of Commerce recently.

"It was perhaps natural," said Mr. Crammond, in commenting upon the German Minister's boast that our war expenses were 50 per cent. higher than the enemy's, "that Dr. Helfferich should have omitted to mention the fact that the German figures represent net expenditure, while the British figures are gross expenditure. The German figures do not include the bulk of the cost of separation allowances, nor do they comprise the amounts advanced to Germany's allies." In Britain's war expenditure these items amounted to over 800 millions annually.

Dr. Helfferich claimed that the English war taxation had only yielded 7 per cent. of war expenditure, but he failed to mention that many taxes had only just begun to yield a return, and there was every reason to believe that in the year to March, 1917 Great Britain would provide at least 400 millions, or 22 per cent. of her total expenditure, out of taxation.

Germany, he added, had found it impossible to finance 20 months of war expenditure without increasing the circulation of paper money in the empire by over 700 millions, while Great Britain, entering the war without the slightest financial preparation, had only found it necessary to increase her paper circulation to the extent of about 100 millions.

DEBACLE APPROACHING. "The great weakness of the war finance of Germany," he declared, "is the flooding of the country with paper money. Altogether there are about 2,225,000,000 of notes in circulation all of which rest ultimately, either directly or indirectly, upon the Reichsbank."

He estimated, conservatively, the gross war expenditure of Germany up to the end of 1916 at £1,919,000,000.

Out of a total of £1,100,000,000 investments abroad by Germany, £270,000,000 were unrepayable, while £140,000,000 of colonial investments were worthless.

"The decline in the exchange value of the mark, which now stands at an average depreciation of 28 per cent.," he said, "and the failures which are taking place among the large banks, despite the frantic efforts of the Government to keep the financial machine going, point to the approach of the greatest financial debacle which the world has seen."

Mr. Faithfull Begg, Chairman of the Finance Committee of the London Chamber of Commerce, declared that we were approaching a most interesting phase in German financial operations—a time when economic inflation was going to tell very seriously upon her.

Lord Southworth, who presided, remarked that it would not be "business as usual" with Germany after the war.

## REICHSTAG MEMBER'S WARNING.

## CONSEQUENCES OF WAR WITH AMERICA.

A member of the Reichstag, Herr Naumann, in an article in a prominent Schleswig journal, the *Herold*, the organ of the local Danes, warns Germany of the consequences of a war with America. He says:

"Our wish that America shall preserve her neutrality is easily comprehensible, as we have already sufficient enemies, and it is a great delusion which is maintained in certain quarters that one more or less makes no difference. A declaration of war by America would result in a fleet, numbering in 1913 168 units, with 1,331 guns, placing itself on the side of Great Britain thereby increasing the possibility of an absolutely effective blockade. In addition, there is the American army, which is true at present only numbers 30,000 men and 5,000 officers, but the possibility of general conscription for which the existing militia would form an excellent basis, would within six months produce a formidable army. Our ships in American harbours would be lost, and America's daily increasing financial power would mean an insuperable prolongation of the war, because America can finance her Allies for an unlimited period. We Germans have learned to assume superhuman burdens during the war, but we cannot shut our eyes to the endless sacrifices which a possible war with the United States would demand of us."

BERNSTORFF'S NEW PLOT TO DECLARE ALLIED SHIPS ARE ARMED AT SEA.

Further revelations concerning Count Bernstorff's conspiracies in the United States are made by the *Providence Journal*. This paper, which has frequently attacked the Teutonic plotters in America, and whose office was recently the scene of a fire supposed to have been caused by incendiaries, states:—

If the United States should agree to issue a warning to its citizens to keep off vessels that carry arms for defence, such a warning carries with it the presumption that the United States favours Germany's view that such vessels are warships. Count von Bernstorff has arranged in advance a scheme which will put every allied merchantman at the mercy of German submarines, whether armed or not. This is to be accomplished by the simple method of declaring, after such wholesale murder takes place, that while the particular vessel was not armed when she left an American port she had been placed aboard her on the high seas after her departure.

The plot was originated and discussed in Count von Bernstorff's suite of rooms in a New York hotel, and messages were sent to subsidised German papers throughout the country in order that they might create evidence in advance to show that the German contention that these vessels were armed at sea had already been made public as a warning of what might happen."

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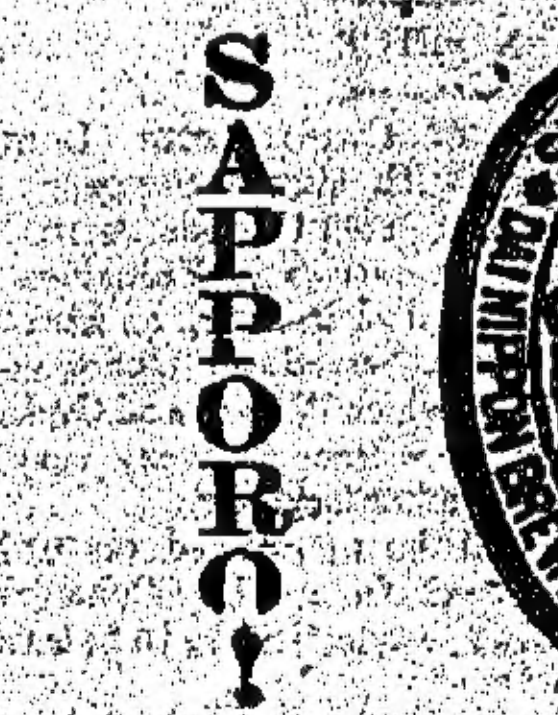
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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to destination of the INDIAN AFRICAN LINE.

FROM HONGKONG Connecting with FROM COLOMBO

**ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MOMBASA en route and affording the "Quickest Freight" Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS

**"ELLERMAN" LINE.**

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON ... "CITY OF LINCOLN" ... On 6th June  
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd June

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For rates of freight and further information apply to

**THE BANK LINE, LTD.,**

80 TO 81 & Co., CANTON.

General Agents

Hongkong 11th April, 1916.

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**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

PAKHOI and HAIPHONG ... "SUNGKIANG" ... On 27th Apr. 11 A.M.  
SHANGHAI ... "SHANTUNG" ... On 27th Apr. 4 P.M.  
TIENTSIN ... "HUICHOW" ... On 30th Apr. D'light.

DIRECT SAILINGS TOWEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINBUA," "TAMING" and "TEAN," Excellent Saloon accommodation amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANBU," "CHENAN," "LUCHOW," "YINGCROW," "SHANTUNG," and "SUNGKIANG," with excellent accommodation, Electric Light and Fans in Saloons and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whooing. For Freight or Passage apply to—

**BUTTERFIELD & SWIRE,**

Hongkong 16th April, 1916. Telephone 3. AGENTS.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good second accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY AND FOOCHOW**

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN SAILING

"HAI TAN" ... Capt. J. S. Thomson ... TUESDAY, 2nd May, at 2 P.M.

FOR SWATOW.

"HAI TAN" ... Capt. J. S. Thomson ... FRIDAY, 28th Apr. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

**DOUGLAS LARRAIK & Co.,**  
General Managers.

Hongkong, 20th April, 1916.

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**BRITISH INDIA S. N. CO., LTD.****APCAR LINE.**

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

**DAVID SASSOON & CO., LTD.,**  
AGENTS

Hongkong, 14 April, 1916.

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**P. & O. S. N. CO.****ROYAL MAIL SERVICE**

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO

**MARSEILLES AND LONDON.**

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
to	COLOMBO	Str. from Colombo	1916	1916
NAMUR	May 5	Through Steamer	June 5	June 12
NANKIN	May 19	KARMALA	June 19	June 26
NOVA	June 2	MOYRA	July 2	July 10
NAGOYA	June 16	KRYER	July 16	July 24
MALTA	June 30	MEDINA	July 30	Aug. 7
SOMALI	July 14	Through Steamer	Aug. 14	Aug. 21
NANKIN	July 28	MALWA	Aug. 28	Sept. 4

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of booking. On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

**SHANGHAI, MOJI, KOBE AND YOKOHAMA.**

S.S.

LEAVE HONGKONG ABOUT

NANKIN ... THURSDAY, 27th April  
NOVA ... SATURDAY, 6th May  
MALTA ... SATURDAY, 20th May  
NAGOYA ... SATURDAY, 3rd June

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

**MARSEILLES AND LONDON.**

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Leave Suez	Leave Marseilles	Due at London
NYANZA	July 5	July 11	Aug. 9	Aug. 18
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Round-the-World Tickets to New York in connection with the Principal Mail Lines. Return Tickets at fare and a half available to Europe for Two Years, or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice. For Further Information, Passage Fare, Freight, Handbooks, etc., apply to

**S. V. D. PARK,**  
Acting Superintendent.

**NIPPON YUSEN KAISHA.****THE JAPAN MAIL STEAMSHIP CO.**

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
LONDON, via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	HIRANO MARU Capt. H. Nomura	16,000	SUNDAY, 7th May, at Noon
	KAGA MARU Capt. Tada	12,500	THURSDAY, 13th May, at Noon
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOSUKA	SHEDZUOKA MARU Capt. H. Nomura	12,500	WEDNESDAY, 26th Apr. at Noon
	KAMAKURA MARU Capt. Kato	11,000	TUESDAY, 16th May, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, BANGORANG, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU Capt. Yoshikawa	12,500	TUESDAY, 16th May, at 11 A.M.
	TANGO MARU Capt. H. Nomura	12,500	TUESDAY, 13th June, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	COLOMBO MARU Capt. H. Nomura	8,000	SATURDAY, 29th April
BOMBAY via SINGAPORE, MALACCA and COLOMBO	KIRIN MARU Capt. Sakai	8,500	MONDAY, 8th May
SHANGHAI, KOBE and YOKOHAMA	CEYLON MARU Capt. Higo	10,000	SATURDAY, 13th May
SHANGHAI, MOJI and KOBE	YETOROFU MARU Capt. Kato	8,500	SATURDAY, 13th May
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Takano	12,500	SATURDAY, 13th May, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	KAMO MARU Capt. Shimizu	16,000	WEDNESDAY, 3rd May, at 10 A.M.

**SOME PRINCIPAL FARES.**

To London	1st Single	Yen 650.	To London	2nd Single	450.
	Return	975.		Return	600.
To London,	via	New York			287.50.
					456.180.
To Victoria,	Vancouver,	Seattle,		1st Single	430.
				Return	644.
To Sydney,	1st Single	240.	To Melbourne,	1st Single	241.
	1st Return	472.		1st Return	473.16
To Yokohama,	1st Return	\$190.	To Kobe,	1st Return	\$125.
	2nd	\$90.		2nd	\$63.

ROUND-THE-WORLD, Tour No. 1 £112.8. Tour No. 2 £111.17.

For Further Information as to Freight, Sailing, etc., apply to—

**T. KUSUMOTO, MANAGER.**

Telephone Nos 232 and 1941.

**TOYO KISEN KAISHA****SAN FRANCISCO LINE.**

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer Tons and Speed Leave Hongkong

TENYO MARU 22,000—21 knots ... SAT., 6th May.  
SEIYO MARU 14,000—14 knots ... THURSDAY, 11th May.  
NIPPON MARU 17,000—15 knots ... TUESDAY, 16th May.  
SHIYO MARU 22,000—21 knots ... WED., 31st May.

1 Via MANILA, Omitting Shanghai

2 Proceeding to Mexico, South America Ports. Omitting Shanghai. Steamer via Shanghai leaves at Noon. Manila at 10.30 a.m.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £129.  
" " " " NEW YORK £200. ... " £36.10.  
" " " " SAN FRANCISCO £45. ... " £68.

Passengers purchasing Trans-Pacific Round Tickets, have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc. ROUND-THE-WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway. Passengers may Travel by Railway between Ports of Call in Japan free of charge.

**SOUTH AMERICA LINE.**

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer Tons and Speed Sails  
SEIYO MARU 14,000—14 knots ... THURSDAY, 11th May.

For Full Particulars as to Passage and Freight, apply to—

**A. DOL, ACTING AGENT,**  
King's Building, 213

**MESSAGERIES MARITIMES****FRENCH MAIL LINES.**

FOUR-NIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FOUR-NIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA ... On or about 10th May

For SHANGHAI, KOBE and YOKOHAMA ... On 13th May

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY. Weekly branch line from Saigon to Hongkong. Branch line connecting every four weeks at Colombo, for Calcutta. State Rooms 1st, 2nd and 3rd Classes. Return Tickets to Europe available two years. Return Tickets to Intermediate Ports available six months. For further particulars apply to

**P. THOMAS, AGENT,**  
QUEEN'S BUILDING

**O. S. K. OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM

HONGKONG (SUBJECT TO ALTERATION).

**AMERICAN LINE.**

FOR VICTORIA, SEATTLE AND TACOMA,

Via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKOSUKA and YOKOHAMA.

"MEXICO MARU" ... SATURDAY, 29th Apr. at 3 P.M.  
"CHICAGO MARU" ... MONDAY, 8th May, at 3 P.M.

† Omitting Shanghai and Nagasaki. \* Omitting Manila and Moji.

**BOMBAY LINE.**

FOR BOMBAY, via SINGAPORE, PORT SWETTENHAM,

PENANG AND COLOMBO.

"INDO MARU" ... TUESDAY, 2nd May, at 4 P.M.

**FORMOSAN LINE.**

FOR TAMSUI, KEELUNG AND ANPING, TAKAO,

VIA SWATOW AND AMOY.

"SOSHU MARU" ... THURSDAY, 27th Apr. at 9 A.M.  
"KAJO MARU" ... SUNDAY, 30th Apr. at Noon.

† Proceeding to Amoy and Takao.  
‡ Proceeding to Tamsui and Keelung.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.

For FURTHER INFORMATION, apply to—

**H. YAMAUCHI,**  
MANAGER,  
No. 1, Queen's Building.

THE Nos. 246 and 1290.

**THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.**

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	8th May	On 29th Apr. 11 A.M.
ST. ALBANS	16th June	On 2nd June 11 A.M.
EMPIRE		On 16th July 11 A.M.

All Steamers fitted with wireless Telegraphy. The above Steamers are fitted with Refrigerating Machinery carrying a plentiful supply of Ice, Fresh Provisions, etc., and are Equipped throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

**GIBB, LIVINGSTON & CO.,**  
AGENTS

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